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STANTON

**Technical Document
Volume II**

**GENERAL PLAN
EIR**

THE CITY OF STANTON

CONSOLIDATED GENERAL PLAN AND FINAL ENVIRONMENTAL IMPACT REPORT (SCH #91011177) Technical Document

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TABLE OF CONTENTS

Page

Chapter One	1
INTRODUCTION	1
1.1 PURPOSE	1
1.2 INTEGRATION WITH DOCUMENT	1
1.2.1 Description of the Technical Document	2
1.3 PROJECT LOCATION	2
1.3.1 Description of the Project	2
1.4 ENVIRONMENTAL IMPACT REPORT EXECUTIVE SUMMARY	7
Chapter Two	27
ISSUE ANALYSIS	27
2.1 VISION	27
2.2 ECONOMIC DEVELOPMENT	32
2.3 LAND USE BALANCE AND INTENSITY	35
2.4 ARTERIALS	39
2.5 IMAGE	43
2.6 SAFETY	48
2.7 LAND USE CATEGORIES	50
2.8 LOT CONSOLIDATION	55
2.9 REDEVELOPMENT	58
2.10 RESIDENTIAL DENSITIES	61
2.11 PACIFIC ELECTRIC CORRIDOR	63
2.12 CODE ENFORCEMENT	66
2.13 DEVELOPMENT FEES	71
2.14 PARKS	74
2.15 CONGESTION MANAGEMENT	77
2.16 PLANNING FOR AIR QUALITY MANAGEMENT	81
Chapter Three	86
ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES	86
3.1 COMMUNITY DEVELOPMENT	86
3.1.1 Land Use	86
3.1.2 Aesthetics	94
3.1.3 Population/Housing/Employment	95

TABLE OF CONTENTS

Page

3.2	ECONOMIC DEVELOPMENT	110
3.2.1	Fiscal Impacts	111
3.3	INFRASTRUCTURE AND COMMUNITY SERVICES	113
3.3.1	Transportation and Community Services	113
3.3.2	Electricity	132
3.3.3	Natural Gas	134
3.3.4	Telephone Service	136
3.3.5	Cable	138
3.3.6	Water Service	139
3.3.7	Wastewater/Sewer Service	144
3.3.8	Flood Control	146
3.3.9	Solid Waste Services	153
3.3.10	Fire Protection	155
3.3.11	Police Protection	158
3.3.12	Health Care Services	162
3.3.13	Education	165
3.3.14	Library Services	172
3.3.15	Parks and Recreation	174
3.4	COMMUNITY HEALTH AND SAFETY	178
3.4.1	Hazardous Waste	178
3.4.2	Disaster/Emergency Planning	183
3.4.3	Risk of Upset	188
3.4.4	Noise	191
3.4.5	Seismic Management	210
3.5	REGIONAL COORDINATION	221
3.5.1	Air Quality	221
3.5.2	Congestion Management	241
3.5.3	Growth Management	243
Chapter Four		245
ALTERNATIVES TO THE PROPOSED PROJECT		245
4.1	NO PROJECT ALTERNATIVES	247
4.1.1	Land Use	247
4.1.2	Aesthetics	247
4.1.3	Population/Housing/Employment	247
4.1.4	Transportation and Circulation	248
4.1.5	Public Utilities	248
4.1.6	Public Services	248
4.1.7	Noise	248

TABLE OF CONTENTS

Page

4.1.8	Air Quality	249
4.1.9	Seismic	249
4.2	ALTERNATIVE ONE - LIMITED DEVELOPMENT	250
4.2.1	Land Use	250
4.2.2	Aesthetics	250
4.2.3	Population/Housing/Employment	250
4.2.4	Transportation and Circulation	250
4.2.5	Public Utilities	250
4.2.6	Public Services	251
4.2.7	Noise	251
4.2.8	Air Quality	251
4.2.9	Seismic	251
4.3	ALTERNATIVE TWO - MAXIMUM DEVELOPMENT PROGRAM	252
4.3.1	Land Use	252
4.3.2	Aesthetics	252
4.3.3	Population/Housing/Employment	252
4.3.4	Transportation and Circulation	252
4.3.5	Public Utilities	252
4.3.6	Public Services	253
4.3.7	Noise	253
4.3.8	Air Quality	253
4.3.9	Seismic	253
Chapter Five		254
REQUIRED CEQA SECTIONS		254
5.1	CUMULATIVE IMPACTS	254
5.1.1	Land Use	255
5.1.2	Aesthetics	255
5.1.3	Population/Housing/Employment	256
5.1.4	Fiscal	256
5.1.5	Transportation and Circulation	256
5.1.6	Public Utilities	257
5.1.7	Public Services	257
5.1.8	Flood Control	257
5.1.9	Household Hazardous Waste	257
5.1.10	Seismic	258
5.1.11	Public Health and Safety (Risk of Upset)	258
5.1.12	Noise	259
5.1.13	Air Quality	259

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TABLE OF CONTENTS

	<u>Page</u>
5.2 THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	260
5.3 ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH OCCUR IF THE PROPOSED PROJECT IS IMPLEMENTED	261
5.4 GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION	261
5.5 ADVERSE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED	262
5.6 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT ...	262
5.6.1 Biological Resources	262
5.6.2 Cultural Resources	263
5.7 MITIGATION MONITORING	264
Chapter Six	290
SOURCES OF INFORMATION	290
6.1 ORGANIZATIONS AND INDIVIDUALS CONTACTED	290
6.2 LIST OF PREPARERS	297
6.3 REFERENCES	299
Chapter Seven	303
RESPONSE TO COMMENTS	304
7.1 INTRODUCTION	304
7.2 COMMENTS ON THE DRAFT EIR	305

TABLE OF CONTENTS

Page

APPENDICES

A	NOTICE OF PREPARATION AND AGENCY RESPONSES
B	TRAFFIC REPORT
C	FISCAL IMPACT REPORT
D	NOISE TECHNICAL STUDY
E	DATABASE FOR DWELLING UNITS, POPULATION AND LAND USE
F	AIR QUALITY ASSESSMENT TECHNICAL STUDY

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
1	REGIONAL LOCATION MAP	5
2	VICINITY MAP	6
3	PROPOSED LAND USE DESIGNATIONS	90
4	REVISED RESIDENTIAL REDEVELOPMENT POTENTIAL	105
5	EXISTING ROADWAY CONDITIONS	114
6	AVERAGE DAILY TRAFFIC VOLUMES AND VOLUME/CAPACITY RATIOS	116
7	EXISTING ICU VALUES	117
8	EXISTING LANE CONFIGURATIONS	118
9	EXISTING CIRCULATION ELEMENT	120
10	THE OCTAM-II ANALYSIS ZONES	125
11	ORANGE COUNTY MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH) ..	126
12	POST-2010 AVERAGE DAILY TRAFFIC (ADT) VOLUMES AND VOLUME/CAPACITY (V/C) RATIOS	128
13	POST-2010 PEAK HOUR ANALYSIS IDENTIFIED INTERSECTION LANE CONFIGURATIONS	129
14	MITIGATION MEASURE SUMMARY	131
15	PRADO DAM FAILURE INUNDATION AREA	148
16	SOUND LEVELS AND HUMAN RESPONSE	192
17	NOISE MEASUREMENT LOCATIONS	197
18	YEAR 2010 NOISE CONTOURS	203
19	SENSITIVE RECEPTOR LOCATIONS	204
20	PEAT DEPOSIT AREAS IN STANTON	211
21	EARTHQUAKE FAULTS IN STANTON VICINITY	213
22	LIQUEFACTION POTENTIAL, CITY OF STANTON	217
23	PREDOMINANT SURFACE WIND FLOW PATTERNS	225
24	SCAQMD AIR QUALITY MONITORING LOCATIONS	226
25	OZONE-1987 DAYS FEDERAL STANDARD EXCEEDED	228
26	ANNUAL MAXIMUM 1-HOUR OZONE CONCENTRATIONS IN ORANGE COUNTY	229
27	ANNUAL MAXIMUM 8-HOUR CARBON MONOXIDE CONCENTRATIONS IN ORANGE COUNTY	231
28	YEAR 1987 ANNUAL AVERAGE PM ₁₀ CONCENTRATION	232
29	AIR POLLUTANT ANALYSIS LOCATIONS	236

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1	REQUIRED CONTENTS OF A DRAFT EIR ON A GENERAL PLAN 3
2	PREFERRED ALTERNATIVE LAND USES 4
3	STANTON'S FUTURE - 3 VISIONS 31
4	CHANGES IN LAND USES WITH THE PREFERRED ALTERNATIVE AT BUILDOUT 91
5	IMPACTS FROM CHANGES IN LAND USE WITH THE PREFERRED ALTERNATIVE AT BUILDOUT COMPARED TO EXISTING CONDITIONS . 92
6	POPULATION GROWTH TRENDS 96
7	POPULATION DISTRIBUTION AND PROJECTIONS BY PROPOSED RESIDENTIAL LAND USE CATEGORY 103
8	SUMMARY OF DWELLING UNITS BY HOUSING ELEMENT CATEGORY . 104
9	IMPACTS ON EMPLOYMENT WITH THE PREFERRED ALTERNATIVE AT BUILDOUT COMPARED TO EXISTING CONDITIONS 108
10	JOBS/HOUSING BALANCE ANALYSIS ACCORDING TO THE PREFERRED ALTERNATIVE 109
11	GENERAL FUND RECURRING REVENUES AND COSTS 111
12	EXISTING ICU SUMMARY 119
13	SUMMARY OF BEACH BOULEVARD SUPERSTREET IMPROVEMENTS . . 121
14	TRIP RATE SUMMARY 123
15	LAND USE AND TRIP GENERATION SUMMARY 123
16	LAND USE AND TRIP GENERATION GROWTH 124
17	OCTAM-II/STANTON DEMOGRAPHIC DATA SUMMARY 127
18	POST-2010 ICU SUMMARY 130
19	POST-2010 ICU SUMMARY WITH POSSIBLE MITIGATION MEASURES . . 130
20	IMPACTS ON ELECTRICITY CONSUMPTION WITH THE PREFERRED ALTERNATIVE AT BUILDOUT COMPARED TO EXISTING CONDITIONS . 133
21	IMPACTS ON NATURAL GAS CONSUMPTION WITH THE PREFERRED ALTERNATIVE AT BUILDOUT COMPARED TO EXISTING CONDITIONS . 135
22	IMPACTS ON WATER CONSUMPTION/WASTEWATER GENERATION WITH THE PREFERRED ALTERNATIVE AT BUILDOUT COMPARED TO EXISTING CONDITIONS 141
23	IMPACTS ON SOLID WASTE GENERATION WITH THE PREFERRED ALTERNATIVE AT BUILDOUT COMPARED TO EXISTING CONDITIONS . 154
24	FIRE DEPARTMENT STATIONS THAT PROVIDE FIRE PROTECTION SERVICES TO STANTON 155
25	POLICE PROTECTION SERVICES 158
26	EDUCATIONAL FACILITIES WITH STANTON STUDENTS 166
27	NOISE/LAND USE COMPATIBILITY MATRIX 194

LIST OF TABLES

<u>Table</u>		<u>Page</u>
28	INTERIOR/EXTERIOR NOISE LEVELS	195
29	NOISE ORDINANCE EXTERIOR STANDARDS BETWEEN 7:00 A.M. AND 10:00 P.M.	196
30	1987 AMBIENT NOISE LEVELS	198
31	EXISTING EXTERIOR NOISE EXPOSURE	200
32	YEAR 2010 EXTERIOR NOISE EXPOSURE	205
33	EARTHQUAKE INTENSITIES	215
34	AMBIENT AIR QUALITY ANAHEIM AIR MONITORING STATION	227
35	DIRECT SOURCE EMISSIONS IN THE CITY OF STANTON	233
36	RESULTANT PROJECT-RELATED EMISSION INVENTORY	234
37	REGIONAL EMISSION INVENTORY COMPARISON	235
38	CARBON MONOXIDE CONCENTRATIONS AT 100 FEET FROM INTERSECTIONS	237
39	CARBON MONOXIDE CONCENTRATIONS AT NEAREST SENSITIVE RECEPTOR	238
40	FLOOR AREA RATIOS FOR ALTERNATIVES	246
41	SUMMARY OF BEACH BOULEVARD SUPERSTREET MITIGATION MEASURES	266

INTRODUCTION

Chapter One

INTRODUCTION

1.1 PURPOSE

The General Plan is the fundamental policy documentation of the City of Stanton. It provides a foundation for decision-making about physical and economic development within the City. It is intended to incorporate provisions responding to existing and emerging Regional Plans, as well as providing direction for more locally focused issues. As such, the General Plan must be broad in scope but specific enough to address such issues as land use, design and character of buildings and open space, conservation and provision of housing, supporting public infrastructure and public services, protection of environmental resources, transportation and circulation, public safety and allocation of fiscal resources.

The General Plan serves to articulate and clarify the City's goals and policies so that citizens, decision-makers, developers, and other cities better understand the context in which they are participating. The plan, therefore, facilitates participation and represents community values about the physical, economic and social goals of the City.

The City will use the updated General Plan as the basis for putting into place certain implementation devices, such as developer fees in accordance with AB 1600. The City considers the major issues which need to be addressed are economic development and an improved quality of development. The General Plan will provide a stimulus to guide such improvements, through the identification of Opportunity Areas where development is geared towards revitalizing Stanton's economy will be most appropriate.

1.2 INTEGRATION WITH DOCUMENT

While State law specifies the basic content of the General Plan, it allows each city to use any format deemed appropriate or convenient. Traditionally, General Plans have been organized into a collection of required and optional elements or subject categories such as land use, noise and housing. The City of Stanton Consolidated General Plan and EIR will be organized into two documents: the Policy Document Volume I; and the Technical Report, Volume II. The Policy Document focuses on five topical areas: Community Development, Economic Development, Infrastructure and Community Services, Community Health and Safety, and Regional Considerations. These topical areas contain policy direction for both required and optional elements. A Preferred Alternative has been identified as the project, in addition to consideration of Alternatives, as required by the California Environmental Quality Act [CEQA, Section 15126 (d)]. The proposed land uses under the Preferred Alternative are shown in Table 2. Figure 3 in Section 3.1.1 illustrates the proposed spatial distribution of these land uses within City.

1.2.1 Description of the Technical Document

The purpose of the Technical Document (Volume II) is to offer the reader technical/background data supporting the new General Plan. This unique approach affords a streamlined, yet consolidated General Plan and Environmental Impact Report.

Specifically, all background data for the General Plan is in Volume II. This includes: (1) Issue Papers, (2) EIR Sections and (3) Technical Appendices.

The Environmental Impact Report portion of the Technical Document Volume II is intended to document existing environmental conditions, environmental impacts of the proposed development, and to provide mitigation measures to reduce any adverse impacts on the environment to a level of insignificance, whenever possible [Title 14, California Administrative Code, Section 15002 (f)]. CEQA mandates that the adoption, revision or amendment of a General Plan by a City or County is a project pursuant to CEQA, and therefore must meet its specified requirements. The environmental review process is considered fundamental to the planning process and legally requires adequate analysis in preparation, revision or implementation of General Plan policies.

Because a General Plan and its EIR overlap in content and should be prepared as part of a single planning process, local governments have the option of electing to prepare a consolidated General Plan and EIR. When that option is elected, it is required to contain a special section or cover sheet identifying where the General Plan document addresses each of the points required in an EIR. Table 1 summarizes the Article 9 CEQA requirements, and identifies the location of sections in the Consolidated General Plan and EIR where each of those requirements is addressed.

1.3 PROJECT LOCATION

1.3.1 Description of the Project

The City of Stanton was incorporated in 1956, when it consisted of just slightly less than one square mile, with a population of 1,500 residents. Today the City includes almost three square miles and has grown to about 30,500 residents. The City is located in an almost totally developed environment, with a mix of residential, commercial, industrial, and public/institutional uses.

Stanton is located in north central Orange County, adjacent to the cities of Anaheim, Garden Grove, Cypress, and Westminster. The Regional Location Map (Figure 1) shows the location of the City of Stanton in the context of Southern California and its regional transportation corridors. As shown in Figure 2, the City of Stanton is located south and west of Anaheim and east of Cypress. Much of the southern portion of Stanton is surrounded by Garden Grove, with a narrow segment of Garden Grove separating the City from northern Westminster. Portions of the eastern part of the City are adjacent to scattered unincorporated islands. This area is served by a single regional transportation corridor, the Garden Grove Freeway (SR-22). Beach Boulevard (SR-39) and Katella Avenue are the major arterial roadways which traverse the City. Beach Boulevard is being developed as the first Super Street in the County and Katella is planned for Super Street development.

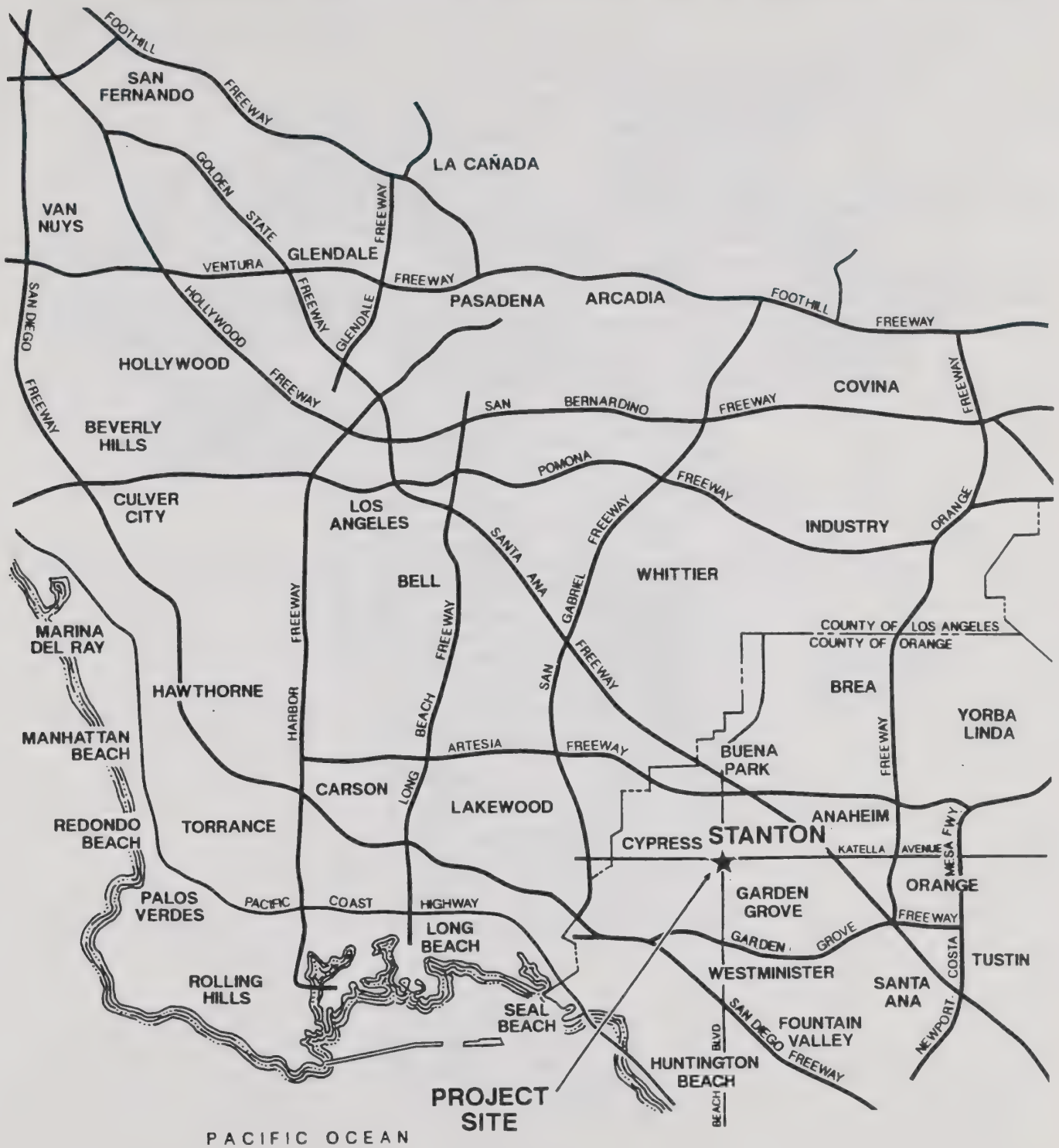
TABLE 1
REQUIRED CONTENTS OF A DRAFT EIR ON A GENERAL PLAN
(Title 14, California Administrative Code)

Required	CEQA Section	Location within the City of Stanton Consolidated General Plan and EIR [all in Vol. II Technical Document]
Description of the project.	§15124	I. INTRODUCTION, A. Purpose
Description of the environmental setting.	§15125	III. ENVIRONMENTAL IMPACT ANALYSIS, A-E <u>Environmental Setting</u> (each subsection)
The significant environmental effects of the proposed project.	§15126(a)	I. INTRODUCTION, C. EIR Impact Summary, Table 1A
Any significant environmental effects which cannot be avoided if the proposal is implemented.	§15126(b)	V. REQUIRED CEQA SECTIONS, C. Adverse Environmental Impacts Which Cannot Be Avoided if the Project is Implemented
Mitigation measures proposed to minimize the significant effects.	§15126(c)	III. ENVIRONMENTAL IMPACT ANALYSIS, A-E <u>Mitigation Measures</u> (each subsection)
Alternatives to the preferred plan.	§15126(d)	IV. REQUIRED CEQA SECTIONS, E. Alternatives
The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.	§15126(e)	V. REQUIRED CEQA SECTIONS, B. The Relationship Between Short-Term Uses and the Maintenance of Long-Term Productivity
Any significant irreversible environmental changes which would be involved in the proposed action should it be implemented.	§15126(f)	V. REQUIRED CEQA SECTIONS, B. Irreversible Environmental Changes
The growth-inducing impact of the proposed action.	§15126(g)	V. REQUIRED CEQA SECTIONS, B. Growth Inducing Impacts, Short Term/Long Term
Effects found not to be significant.	§15128	REQUIRED CEQA SECTIONS, D. V. Environmental Effects Found Not to be Significant
A list of organizations and persons consulted.	§15129	REQUIRED CEQA SECTIONS, H. List of Preparers, and I. Organizations and Individuals Contacted

**TABLE 2
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
PREFERRED ALTERNATIVE LAND USES**

Land Use Designation	Estimated Acres¹	Percent of Total Land Use
Industrial	210	10.7
Commercial	232	11.8
Open Space/Recreational (includes 31 acres of Orange County Flood Control District)	121	6.2
Public/Institutional	70	3.6
Low Density Residential	379	19.3
Medium Density Residential	129	6.6
High Density Residential	343	17.5
SUBTOTAL, LAND USE ACREAGE:	1,484	75.7
Right-of-Way, Major (Arterial) Streets	164	8.4
Right-of-Way, SPRR	21	1.1
SUBTOTAL, RIGHT-OF-WAY ACREAGE:	185	9.5
Residential Streets	291	14.8
TOTAL ACREAGE, CITY OF STANTON:	1,960	100.0
1 GIS DATA FAXed on 04/22/91 from Tucson office of The Planning Center.		

REGIONAL MAP

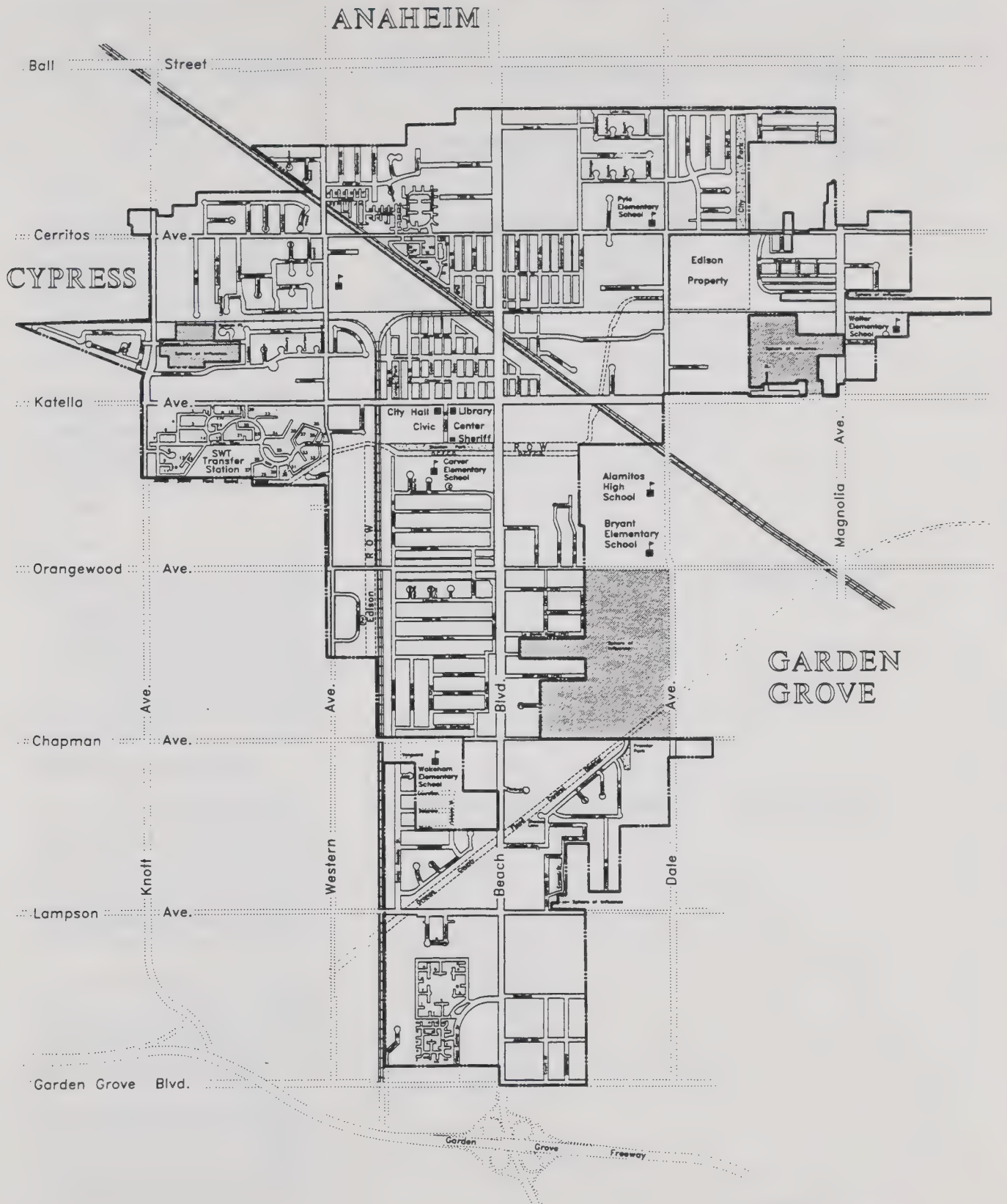


NOT TO SCALE



THE
PLANNING
CENTER

VICINITY MAP



NOT TO SCALE



**THE
PLANNING
CENTER**

1.4 ENVIRONMENTAL IMPACT REPORT EXECUTIVE SUMMARY

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Land Use</u> The Preferred Alternative would change land uses in the City at buildout. Non-residential land use changes would include the loss of 59 acres of industrial uses (a 21.9 percent difference from existing industrial uses) and the addition of 36 acres of commercial uses (a 18.4 percent difference from existing commercial uses). The changes in land use as planned for the City of Stanton under the Preferred Alternative do not represent a significant change in the spatial distribution of non-residential land use, although there are significant changes in intensity of development potential in these categories.	Mitigation measures appropriate to reduce adverse environmental impacts from the change in land use to a level of insignificance whenever possible are identified throughout this document, by topical category (or Section).	Mitigated to a level of insignificance.
<u>Aesthetics</u> The combined impact of strategy actions to achieve: high quality design of new construction; enhanced community identity for residents, visitors and commuters; and compliance with the land use code would enhance the City's image, and would enhance the visual characteristics of both existing and new development. This impact would be positive and beneficial.	There are no significant impacts, and no mitigation measures shall be required.	No significant impacts.
<u>Population/Housing/Employment</u> A total of 1,347 new dwelling units would be added from the enhanced development of existing residential land uses, and is expected to add 3,560 new residents. If the Sphere of Influence is annexed, an additional 156 dwelling units could be added, and an additional resident population of 497 persons would be expected from such an annexation. The proposed development of the City of Stanton under the Preferred Alternative would add both short- and long-term jobs. The short-term jobs would be added due to both new development and enhancement of existing non-residential development. Many long-term job opportunities would be added primarily through the development of office and industrial uses. Impacts on growth of the local population are not expected to be significant. Impacts on local housing and employment are expected to be beneficial.	No adverse impacts are expected, and no mitigation measures are required.	No significant impacts.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Population/Housing/Employment</u> (Continued)		
The impacts of the proposed development on regional population, housing and employment growth are expected to be insignificant.		
<u>Fiscal Impacts</u>		
Implementation of the updated General Plan would not result in any significant adverse impacts. The project would result in beneficial impacts, in that it would provide additional revenues for the City.	No mitigation measures are required.	No significant impacts.
<u>Transportation & Community Services</u>		
The Post 2010 land uses will add approximately 74,000 vehicles per day (VPD), an increase of 33 percent over the existing estimated trip generation.	1. Implement the intersection improvements identified on Table 13. 2. Minimize the number of access locations along Beach Boulevard.	Mitigated to a level of insignificance.
The circulation system will be able to carry the Post-2010 volumes projected with build-out of the City's General Plan. However, Beach Boulevard is forecast to slightly exceed the ADT performance criteria on the link between Lampson Avenue and Garden Grove Boulevard with ADT volumes of 76,000 (LOS "F") and will slightly exceed the LOS "E" threshold designated by the Congestion Management Program (CMP). In addition, Dale Street between Lampson & Chapman Avenues, and Lampson Avenue between Western Avenue and Beach Boulevard will continue to operate above LOS "D".		
The following intersections will operate at an unsatisfactory level of service (LOS): Western Avenue at Katella Avenue in the AM peak hour (ICU of .91); Knott Avenue at Cerritos Avenue in the PM peak hour (ICU of .97); and Beach Boulevard at Katella Avenue in the PM peak hour (ICU of 1.05).		
<u>Electricity</u>		
The net impact on the use of electric power would be to increase consumption by an estimated 35,096,721 kWh per week, increasing the City's electric consumption to a total of 155,096,721 kWh per day on average.	No mitigation measures required, however the City shall consider adopting the following requirement: 1. An applicant for a specific project shall contact SCE to consider joint trenching in coordination with other utilities planned, such as telephone and cable TV services.	No significant impacts.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Natural Gas</u>		
There would be an average monthly increase in natural gas consumption of 13,168,991 cubic feet per month.	Although there are no significant impacts expected from adoption of the Preferred Alternative of the General Plan, the following mitigation measures would ensure maximum energy conservation: 1. The City shall require that applicants for new development projects contact the Southern California Gas Company, Technical Supervisor, Orange County Division, P.O. Box 3334, Anaheim, at phone number (714) 634-3180 to determine whether the specific project would qualify for any of SCGC's energy programs, and to request assistance in selecting the most energy efficient appliances or systems for that specific project. 2. The City shall consider requiring that new development project applicants contact SCGC to consider joint trenching in coordination with other utilities planned, such as electricity, and cable TV services.	No significant impacts.
<u>Telephone Service</u>		
No type of land uses are expected that have the potential to adversely impact PACBELL's facilities or ability to provide services to Stanton.	1. The City shall require that new development project applicants contact both GTE and PACBELL to determine if any specific project would have an impact on any of their respective facilities or rights-of-way; and if so, to provide recommendations to reduce those impacts to a level of insignificance. 2. The City shall consider requiring that new development project applicants contact the telephone company it chooses to contract with to consider joint trenching in coordination with other utilities planned, such as electricity, natural gas, and cable TV services.	No significant impacts.
<u>Cable</u>		
The General Plan does not include establishing any ordinance which would require replacement of existing aerial facilities to underground facilities, therefore the environmental impacts are not significant	Although there are no anticipated significant impacts, the following mitigation measures would prevent unanticipated impacts: 1. The City shall consider requiring all applicants for new development projects contact Paragon Table TV Company to determine whether the proposed project has the potential to impact its existing facilities.	No significant impacts.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Cable</u> (Continued)	The City shall consider requiring all applicants for new development to contact the cable TV company (if any) to consider joint trenching in coordination with other utilities planned, such as electricity and natural gas services.	
<u>Water Service</u>		
There would be an increase in water consumption by about 644,326 gallons per day. This demand is not expected to be significant.	The City shall require compliance with the following State laws requiring water-efficient plumbing fixtures in structures: <u>Health and Safety Code Section 17921.3</u> requires low-flush toilets and urinals in virtually all buildings as follows: "After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section." <u>Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards)</u> establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979. <u>Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards)</u> prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.	Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Water Service</u> (Continued)	4. <u>Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings)</u> prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards. 5. <u>Title 24, California Administration Code Sections 2-5352(i) and (j)</u> address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam condensate return piping and recirculation hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required. 6. <u>Health and Safety Code Section 4047</u> prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water. 7. <u>Government Code Section 7800</u> specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water. The City shall require compliance with the following Department of Water Resources recommendations where applicable. <u>Interior</u> 8. <u>Supply line pressure:</u> Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve. 9. <u>Drinking fountain:</u> Drinking fountains be equipped with self-closing valves.	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Water Service</u> (Continued)	10. <u>Hotel rooms</u>: Conservation reminders be posted in rooms and restrooms.¹ Thermostatically controlled mixing valve be installed for bath/shower. 11. <u>Laundry facilities</u>: Water-conserving models of washers be used. 12. <u>Restaurants</u>: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.² 13. <u>Ultra-low-flush toilets</u>: 1-1/2 gallon per flush toilets be installed in all new construction.	
	<u>Exterior</u>	
	14. Landscape with low water-using plants wherever feasible. 15. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses. 16. Group plants of similar water use to reduce overirrigation of low-water-using plants. 17. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance. 18. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction. 19. Preserve and protect existing trees and shrubs. Established plans are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Water Service</u> (Continued)	20. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency. 21. Grade slopes so that runoff surface water is minimized. 22. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.	
<u>Wastewater/Sewer Service</u>	No adverse impacts, and no mitigation measures are required.	No significant impacts.
<u>Flood Control</u>	1. A disaster preparedness plan to address non-localized flood hazards, specifically the flooding hazard presented by dam failure of the Prado Dam and Reservoir shall be included in the Stanton Emergency Plan (Section III-D, <u>Community Health and Safety</u>, Disaster Planning). 2. The City shall participate in any existing or future County, regional, State, or Federal early warning flood hazard program designed to reduce flood hazards from dam failure of the Prado Dam and Reservoir. The City shall initiate contact with the U.S. Army Corps of Engineers, the Orange County Flood Control District, and the Orange County Emergency Management Agency in consideration of this concern, and shall request information and recommendations to be incorporated into the Stanton Emergency Plan.	Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Flood Control</u> (Continued)	3. In order to reduce the potential adverse impacts the Public Works Department shall review site plans, soil, hydrologic and hydraulic engineering reports together to determine whether new development projects shall be required to implement the following mitigation measures: 4. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge. 5. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge. 6. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new development. This aids ground water recharge. 7. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.	
<u>Solid Waste Services</u>	No adverse impacts are expected, and no mitigation measures are required.	No significant impacts.
<u>Fire Protection</u>	1. The Building Department code shall be updated to include fire safety hazard mitigations, as defined by the Orange County Fire Department. 2. The Emergency Plan to be developed for the City shall plan for appropriate response to urban fire hazards during Santa Ana wind conditions.	Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Fire Protection</u> (Continued)	3. The Emergency Plan shall identify the role which the Fire Department is expected to play during a disaster event. The required service function shall be included in the City's contract with the Orange County Fire Department. 4. The Emergency Plan shall incorporate OCFD recommendations with regards to evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures. 5. If implementation of any of the above listed <u>Mitigation Measures</u> requires additional fees to be paid to the OCFD, the City shall determine a method for adequate funding of such mitigation.	
<u>Police Protection</u>	1. The City shall review methods to provide adequate funding of police protection services to promote the County's level of service response time to calls for robbery, rape, aggravated assault, and burglary. 2. The Emergency Plan shall identify the role which the Sheriff's Department is expected to play during a disaster event. The required service function shall be included in the City's contract with the Orange County Sheriff's Department. 3. The City shall review methods to provide adequate funding to implement the Sheriff's Department services required in disaster planning and response, as identified in Mitigation Measure #2.	Mitigated to a level of insignificance.
<u>Health Care Services</u>	There are no adverse impacts and no mitigation measures are required.	No significant impacts.
The Suncrest Hospital of Orange County notes that there are no particular types of land uses which would expect to adversely impact the facility's ability to provide services to the City. The hospital administration indicated⁹ that it has concerns that parking during construction of the new City Hall and Community Arts and Recreation Center may impact the parking for the hospital.		

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Health Care Services</u> (Continued)		
The administration of Humana Hospital West Anaheim has indicated that there are no land use changes which are expected to adversely impact the ability of Humana Hospital to continue to provide health care services to Stanton residents.		
Humana Hospital Westminster administration noted that no adverse impacts are anticipated from changes in the Stanton General Plan.		
<u>Education</u>		
A total of 1,012 new dwelling units are expected to add to the number of students to buildout by a maximum of 722 students, based on use of the Garden Grove student generation factors of 0.713 students per dwelling unit.	Although no adverse impacts are expected, the following mitigation measures are required: 1. Development of new residential units greater than 500 square feet which are not in the category of housing for senior citizens shall be charged a School Facility Fee of \$1.58 per square foot of development. 2. Development of new industrial or commercial uses shall be charged a School Facility Fee of \$0.26 per square foot. 3. The City shall, as part of its planned dialogue and planning efforts with the four School Districts, consider adopting a matrix of student generation factors for new development, based on the relationship between students and land uses in the City. If sufficient data is available, a method of estimating inter-district transfers shall be considered as well. Every effort shall be made to consider the concerns of each of the involved School Districts in developing such standards.	Mitigated to a level of insignificance.
<u>Library Services</u>		
New development is charged in an amount adequate to provide for construction of new library facilities, it is assumed that this increase in population would have an insignificant impact on library services.	No significant impacts, and no mitigation measures are required.	No significant impacts.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Parks & Recreation</u>		
Implementation of the General Plan would provide for selection of additional park sites, or would establish the criterion for selection of such sites. The implementation of the planned actions would enable the City to attain its goals of improving parks standards, and is a beneficial impact.	There are no adverse impacts, and no mitigation measures are required.	No significant impacts.
<u>Hazardous Waste</u>		
If asbestos is found present in older buildings which are to be demolished, the demolition of those facilities have the potential to impact human health through asbestos exposure.	1. The City shall update its Solid Waste Transfer (SWT) zoning ordinance (Section 209.39.030) to allow the transfer of hazardous or toxic wastes at the transfer station. 2. Prior to demolition each building shall be inspected for asbestos by a licensed asbestos abatement contractor. 3. If asbestos is found to be present, EPA, Cal OSHA, and SCAQMD shall be notified as required by law and all required permits for removal obtained. 4. The asbestos removal shall be done by a licensed asbestos abatement contractor. 5. Removed asbestos contaminated material shall be disposed of in accordance with regulations and the permit requirements. 6. The City shall contact the Hazardous Materials Management Section (HMMS) of the County of Orange Health Care Agency to determine whether the City is be required to take any actions with respect to the listed hazardous materials sites. Any requirements of the HMMS shall be implemented.	Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Disaster/Emergency Planning</u>		
There is potential for the addition of 1,347 new dwelling units, which would increase the "population at risk" (within City limits) for a disaster event by an estimated maximum of 3,560 persons.	1. The City shall develop an Emergency Plan, which considers all identified natural and man-made hazards (see Section 3.4.5, Seismic Management; Section 3.3.10; Fire Protection; Section 3.3.8, Flood Control; and Section 3.4.3, Risk of Upset for details) and provides a means of implementing the Plan. In conjunction with the Emergency Plan, appropriate evacuation routes shall be identified. 2. The City shall consider means of encouraging citizen participation in development of the Emergency Plan and Emergency Preparedness Program. 3. The City shall develop a Citywide Geologic Hazards map, in consultation with a registered, licensed State of California geologist. 4. The City shall request the Division of Mines and Geology review both the Emergency Plan and the Geologic Hazards Map. Any additional requirements which the Division of Mines and Geology determines are needed, in development of the Community Health and Safety Element, the Emergency Plan, or the Geologic Hazards Map shall be implemented. 5. Consideration shall be made to develop an ordinance requiring the posting of earthquake and dam failure emergency response information in public assembly buildings, including: public service assembly halls, schools (if not posted), churches, hospitals, large commercial buildings or malls, hotels, motels, and tourist attractions, and theaters. The objective of such an ordinance would be to provide information, not unlike fire hazard information, to potential users of these buildings, on what a safe response to a disaster event would be, in accordance with the recommendations of the Stanton Emergency Plan.	Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Disaster/Emergency Planning</u> (Continued)	6. Consideration shall be given to development of a Post-Disaster Reconstruction Plan, in accordance with SB 1920, <u>Seismic Disaster Preparedness Act</u> which authorizes local governments to prepare reconstruction plans facilitating recovery in the event of a disaster. The Seismic Safety Commission, along with San Bernardino County, is tasked to develop a model plan which may provide useful guidance. The objective of such a plan would be to coordinate local government agents and define the role of local government in addressing post-disaster concerns, such as: providing water, food, and medical services to the public; providing temporary shelter for Stanton residents with unsafe dwellings; housing rehabilitation, administration of emergency disaster funds, non-residential rehabilitation, and other required emergency responses.	
<u>Risk of Upset</u>	Any new development, or redevelopment, on or adjacent to the existing pipelines and right-of-ways may impact those facilities or increase the risk-of-upset through construction and excavation activities if appropriate safety regulations are not complied with. 1. The City shall require that applicants for new development projects contact the Underground Service Alert at (800) 422-4133 to identify any pipelines or pipeline right-of-ways which are on or adjacent to the proposed site. If the proposed site is located on or adjacent to any pipeline or pipeline right-of-way, the applicant shall contact the appropriate pipeline operator to identify potential adverse impacts and make recommendations for mitigation of any such impacts. 2. The City shall contact the Orange County Fire Department for information regarding the pipeline emergency plan(s) and incorporate this information and recommendations in development of the Stanton Emergency Plan and Emergency Preparedness Program. 3. The City shall implement those requirements which the County requires as part of its contingency plan for the household hazardous waste collection program.	Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Risk of Upset</u> (Continued)	4. The City shall require that all hazardous waste personnel be trained according to OSHA requirements to properly handle hazardous waste and respond to a Level A emergency such as a minor spill or small fire. 5. Equipment (such as fire extinguishers, chemical adsorbents, personnel protection equipment) to handle such emergencies shall be maintained on-site at the CR&R household hazardous waste transfer site at all times.	
<u>Noise</u>	• Assign at least one Planning Department employee the responsibility of becoming knowledgeable about noise and noise control. Revise the job description of this employee to include responsibility for noise during project review. • Review City projects for their potential to create noise impacts and consider noise control requirements for all new motor vehicle or construction equipment purchases. • Provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers. • Develop a program to install landscaped berm/barrier combinations or other noise mitigation along major arterials in Stanton. • Adopt measures which alter, prohibit or mitigate noise generating uses, such as truck deliveries, parking, or use of loud equipment, which occur near residential neighborhoods and other sensitive receptors. • Develop truck routes away from residential neighborhoods and other sensitive receptor locations.	Mitigated to a level of insignificance.
The year 2010 noise level at 100 feet from the centerline ranges from a low of 58.5 CNEL along Orangewood Avenue to a high of 72.0 CNEL along Beach Boulevard. The 70 CNEL contour is located within the right-of-way along sixteen of the forty-one links analyzed.		
The future noise problems expected in Stanton then relate primarily to transportation sources such as motor vehicles, trains and mass transit, industrial sources, community noise, and local development		

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Noise</u> (Continued)	• Ensure that the Circulation and Land Use Elements of the General Plan and the Zoning Code fully integrate the policies adopted in the Noise Element. • Include in the City Noise Ordinance the permissible hours of the day and days of the week that construction operations can occur.	
	<u>Transportation Projects</u>	
	• Coordinate with the Orange County Transportation Authority (OCTA) and the County of Orange to implement noise mitigating measures associated with the Super Street Program. • Maintain liaison with transportation agencies such as Caltrans, OCTA and the SPTC railroad regarding the reduction of noise from future facilities or transportation improvements. • Analyze the design and location of transportation facilities or improvements and recommend noise mitigation measures in the response to the Notice of Preparation and/or the Draft Environmental Impact Report. • Require that transportation noise impacts associated with projects in the City be mitigated to a level of insignificance. • Maintain a baseline of noise associated with transportation projects and update this base with every General Plan Revision to establish city-wide ambient noise levels for planning purposes.	
	<u>Development Projects</u>	
	• Develop a program for developer contributions to fund noise attenuating improvements adjacent to arterial roadways where noise impacts exist at sensitive receptor locations.	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Noise</u> (Continued)	- Prohibit development of noise sensitive uses adjacent to areas which contain or are planned for uses with the potential to generate sound above the relevant noise standards. Buffer residential, institutional, educational and recreational areas from transportation generated noise by locating these uses away from major arterials and locating less sensitive uses along transportation routes. - Require noise studies for development projects within the 60 CNEL contours provided in Figure 18. - Ensure that construction of buildings meets the sound insulation requirements provided in the Uniform Building Code. - Require projects to address noise impacts in terms of the City's noise standards provided in Table 29. - Encourage lot layouts in new developments that consider acoustical designs. - Require existing and proposed facilities to comply with the City's Noise Ordinance. Monitor noise levels adjacent to existing noise generating facilities and monitor project noise mitigation to ensure compliance.	
<u>Seismic Management</u>	The City shall submit a copy of the Draft Consolidated General Plan and EIR to the Division of Mines and Geology and the Office of Emergency Services prior to adopting or amending the Safety Element, for review 45 days prior to local action on the document. The City shall consider the Division's advice prior to approving or denying the project. In addition, the City shall send a copy of its adopted or revised element to the DMG, which may make or offer additional advice. If the DMG or Office of Emergency Services makes or offers additional advice, the City shall consider implementation of these agency suggestions.	Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Seismic Management</u> (Continued)	2. Prior to issuance of construction permits, site-specific potential exposure to geological hazards including ground shaking, liquefaction, and subsidence shall be determined. This determination shall be made by a licensed, registered geologist or engineering geologist and shall include recommendations for construction methods to mitigate any identified liquefaction or other geologic hazard to a level of insignificance. New construction shall be prohibited where structural solutions to identified hazards cannot be mitigated to a level of insignificance. 3. All design and construction methods recommended for mitigation of site-specific geologic hazards and approved by the City shall be required. This shall include, but not be limited to, conformance with the requirements of the Uniform Building Code for seismic areas, in accordance with current City standards. 4. The Stanton Emergency Plan shall be developed (Section 3.4.2 <u>Community Health and Safety</u>) taking into consideration all hazards identified in this section of the EIR. 5. The City shall consider developing a Hazards Overlay Map, with the assistance of a registered State of California geologist, to determine on a site-specific basis which types of geological and man-made hazards need to be assessed by the City's Engineering Division.	

Air Quality

Short-term air quality impacts may occur during the site preparation and construction activities required to prepare the proposed land use changes.

Long-term impacts are those associated with the change in permanent usage of land uses in the City. Two types of air pollutant sources must be considered with respect to changes in the General Plan: stationary sources and mobile sources.

Short-Term Mitigation Strategies

Steps should be taken to minimize fugitive dust during grading and construction activities. Rule 403, Fugitive Dust from the SCAQMD Rules and Regulations must be followed to reduce visible dust in the air and on surface roadways for all development projects and roadways improvements. Additionally, the following methods should be applied:

Mitigated to a level of insignificance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Air Quality</u> (Continued)		
The emissions associated with the project are expected to be 224 pounds of carbon monoxide, 20 pounds of reactive organic gases, and 39 pounds of NOx on a daily basis. This change in land uses from existing to General Plan conditions results in a slight increase in air pollutant emissions.	• Develop a watering program to wet down open graded surfaces to form a wind-resistant temporary crust. The program should include control of wind-blown dust on site access roadways. • Water the site and spray construction equipment in the morning and the evening. • Use soil binders to stabilize loose soil. • Plant ground covers and pave roadways as early as possible in the construction process. • Any earth being transported should be covered and the wheels and lower portions of transport trucks will be sprayed with water before they leave the construction area.	
Under General Plan conditions in the City of Stanton, 1-hour and 8-hour carbon monoxide concentrations range up to 2.5 ppm and 1.5 ppm, respectively, at the nearest sensitive receptor location to the intersection. Added to the background concentrations, carbon monoxide levels should not exceed the state and federal standards even under very restrictive meteorological conditions.	In addition to fugitive dust control, any effort to mitigate mobile source emissions during the construction period should be implemented. The following areas should be considered. • Construction equipment should be selected considering emission factors and energy efficiency. • Construction equipment should be properly tuned and maintained. • Construction activities should minimize obstruction of through traffic lanes adjacent to the site and a flagperson should be retained to maintain safety adjacent to existing roadways. • Diesel-powered equipment should be utilized in lieu of gasoline-powered engines. • Any construction equipment using diesel drive internal combustion engines will use a diesel fuel with a maximum of 0.05 percent sulfur and a four degree retard.	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Air Quality</u> (Continued)	- Ridesharing for the construction crew should be supported and encouraged. <u>Long-Term Mitigation Strategies</u> Mitigation strategies should focus on reducing vehicle trips and vehicle trip lengths associated with all development projects in the City of Stanton. Individual projects may be required to establish a Transportation Management Plan per Regulation 15 of the SCAQMD Rules and Regulations. Other efforts should focus on minimizing indirect-source emissions. The following strategies should be utilized on development projects wherever feasible. - Utilize a mix of land uses in commercial, office and industrial centers to provide amenities for employment areas. Special consideration should be given to restaurant and child care facilities to reduce off-site vehicle trips. The possibility of incorporating service-oriented facilities, such as drycleaning, drugstore, shoe repair and beauty salon should be analyzed, as well as the incorporation of residential dwellings. - Provide pedestrian shelters along major bus routes to encourage bus ridership. - Establish a city-wide transportation plan including: 1) commuter rideshare and transit incentives; 2) employee alternative work schedules; 3) provide transit shelters and bicycle amenities to encourage alternative transportation modes; 4) schedule deliveries for off-peak traffic hours; and 5) limit on-street parking. - Use of low emission building materials such as pre-primed and sanded wall-board, wood molding and trim products should be considered for construction materials.	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<u>Air Quality</u> (Continued)	• Use of energy efficient street lighting and parking lot lighting (low pressure sodium vapor lights) should be considered for replacement and in new areas to reduce emissions at the power plant serving the City. • Install low-polluting and high-efficiency appliances in new residential, commercial and industrial facilities wherever possible. • Landscaping should include drought-resistant plant species to reduce water consumption and provide passive solar benefits. • Solid waste recycling should be encouraged and the feasibility of a city-wide program addressed.	
<u>Congestion Management</u>	1. Continue to participate actively in the Congestion Management Program. 2. Engage with surrounding cities in inter-local agreements to mitigate impacts where development projects impact the Beach/Katella intersection. 3. Require design treatment of development projects along Beach Boulevard and Katella Avenue which reduce the number of driveways, offer deceleration turnouts, improve clarity of signage and otherwise improve traffic flow in this congested area.	Mitigated to a level of insignificance.
<u>Growth Management</u>	1. Implement programs and actions of the Growth Management component of the General Plan on the schedule as prescribed in the countywide Growth Management Program.	Mitigated to a level of insignificance.

ISSUE ANALYSIS

Chapter Two

ISSUE ANALYSIS

The need to address substantive issues in the Stanton General Plan/EIR offered the City an opportunity to organize the General Plan by an issue paper format. The General Plan review process was designed to identify critical issues of interest to the City.

An issue is defined as an existing or potential condition that is so important to the well-being of the City that action needs to be taken. The issue papers presented in the General Plan included: vision, economic development, land use balance and intensity, arterials, image, safety, land use categories, lot consolidation, redevelopment, residential densities, Pacific Electric Corridor, code enforcement, development fees, parks, congestion management, planning for the Air Quality Management Plan.

The "Issue Paper" was used as the basic tool to communicate, educate, document, analyze and formulate goals and strategies for each issue topic. Each issue paper included a statement of the issue; a definition of its scope; a brief background description; an identification of the community interests involved; a description of the options reasonably available; the implications of each option; and recommended strategies.

The Issues Papers describe all of the real options available to address each issue and identify the possible consequences of picking each option. The proposed General Plan Program policies are those options identified in the Issue Paper that best carry out the primary goals of the plan to reinforce quality of life in Stanton. The following Issue Papers were reviewed through an extensive process and were used to establish direction in the General Plan. As the Issue Papers are working tools toward generation of the General Plan, they may not reflect the General Plan contents precisely.

2.1 VISION

Issue Statement

What is Stanton's vision? What long term goals does it have?

Definition

Vision used here refers to anticipating or conceiving a mental picture of a community that is both imaginative and practical. It is imaginative in that it envisions conditions that do not yet exist; it is practical in that it has a reasonable chance of happening if leadership and resources are committed to support it.

Background

Now is the appropriate time for Stanton to think about and plan for its future. As it updates its General Plan, Stanton has the opportunity to live its motto - "Community Pride and Forward Vision". The goals, policies and programs described in the new General Plan will provide the blueprint for future change.

Which way will Stanton go? Before discussing several scenarios, it is crucial to describe the Stanton of today. We will view Stanton from six perspectives: physical, economic, environmental, societal, governmental, and symbolic.

Stanton As a Physical Place

As a physical place, Stanton has traditionally had a weak identity. It is a small city surrounded by larger ones and its irregular boundaries and lack of a downtown core or major attraction have worked against a strong sense of identity. Stanton is a built-out community with little open space and with the great majority of its commercial uses found along its major arterials, especially Beach Boulevard.

Stanton has a wide variety of land uses from residential to light industrial. Compared to many Orange County communities, it has a fairly high percentage of apartments. The central spine of Stanton is Beach Boulevard and it is from this major highway most people see Stanton. In terms of visual cohesiveness or distinction, Stanton has problems. It has no design theme and its land uses often seem discordant and haphazard. Without major physical attractions, Stanton has often been seen as a place of passing rather than a destination.

Stanton as an Economic Place

Economically, Stanton has a limited economic base. It has a relatively low jobs/housing ratio and has lower taxable sales per household than surrounding cities. It has little vacant land for new development and a weak mix of retailers. Consequently, residents often go outside of Stanton for their shopping needs. In addition, Stanton is absorbing only small amounts of office and industrial space. In various citizen forums, residents have expressed the view that Stanton needs to attract more jobs and to stimulate its local economy. Compared to surrounding communities, Stanton has a high proportion of affordable housing. Typically, housing in affordable ranges does not generate the strength in buying power evidenced in more affluent communities.

Stanton as an Environmental System

Stanton is a highly urbanized environment with few natural features. However, it suffers from much of the same air quality, noise, traffic, solid waste disposal, and sewer capacity problems as other Orange County cities. Many of these burdens are generated outside of Stanton: traffic and solid waste, for example.

Stanton as a Society

It is easier to describe characteristics of Stanton's residents than it is to describe their sense of community and shared goals. Using data from 1980, Stanton is composed of 80% white, 7% Asian and Pacific Islander, 1% black, and 12% other nationality groups. About 22% of Stanton's residents identified

themselves as Hispanic. The median income of Stanton is lower than the county median, with its working population about evenly split between blue and white collar workers. Yet, there are some strong bonds within the community built around community organizations and churches.

Stanton as a Governmental Jurisdiction

Stanton is an incorporated city of 30,500 people. Since it contracts with the county for police and fire services, it is not a full service city. It created a Redevelopment Agency in 1983. Stanton has an active Parks and Recreation Department, a Chamber of Commerce, and an active seniors' program. Stanton is currently suffering shortages in its municipal budget.

Stanton as a Symbol

For years, Stanton has been a City looking for a positive identity and sometimes trying to shed a negative one. Within the regional context, Stanton is often seen as anonymous, as "somewhere along Beach Boulevard." The physical quality of recent development has improved notably and ways to expand this trend need to be found.

What does Stanton want to become? It wants a more positive image, both physically and symbolically. It wants to better serve its citizens through improved public services and strengthened local business. How far can Stanton go in this direction?

Alternatives

1. Minor Change - Stanton Status Quo: Keep Stanton as it is. Major change is unlikely in a City with physical constraints and a limited budget unless significant effort is expended. Currently, Stanton works in part because it provides more than its share of affordable housing and some of its small industrial lots are home to businesses that would have difficulty locating elsewhere. Small but important changes have occurred recently, but the risk of the status quo is that the impact of small gains will erode in due course.
2. Positive Change - Stanton Efficient: This option foresees keeping the same general land uses, but helping them to work better. Stanton needs to capitalize on some of the good moves it has already made. It builds a successful civic center, strengthens its commercial core along Beach and Katella, and improves its industrial areas through lot consolidation and zone changes. The updated General Plan designates a few selected areas as appropriate for mixed-use land uses and revised policies for more land use flexibility. Stanton decides to increase its residential density and, as such, can attract more development and can afford to condition approval on high-quality design and development standards.

To build and foster a more attractive community, Stanton takes a number of strong measures. Stanton adopts a design review ordinance so that new construction continues to set quality standards. Entry gateways on Bach Boulevard and Katella Avenue lend visitors a sense of arrival. The median improvement district along Beach Boulevard makes more improvements after the completion of the Super Street program and gives Beach Boulevard a needed sense of visual cohesiveness. In residential neighborhoods, Stanton continues its participation in the housing rehabilitation block grant program and its improved code enforcement program improves property maintenance and lessens incompatible and illegal uses.

3. Stanton Transformed - Vital Center: In addition to the changes listed in option 2 - Stanton Efficient, the City launches a bold plan to establish a vital center. To complement the new Civic Center, Stanton uses its redevelopment powers to assemble lots on the east side of Beach Boulevard for multi-story office/commercial development and construction of a town plaza/park. The City also enters into a lease agreement with Southern Pacific to lease parts of the existing right-of-way for a linear park. The City also increases building intensity standards by raising "floor area ratios" around the downtown core. If regional transportation improvements are made, the extensive mixed-use project could be complemented by a multi-modal transportation node near Beach and Katella connecting light rail with bus and car uses. Stanton becomes an important county transfer point for points north and south.

Implications

1. *Option 1*: implies that the status quo is acceptable and that extensive changes will not be acceptable to the community. This option is based on the assumption that Stanton provides housing and industrial opportunities that cannot be found on a regional basis and that by "cleaning it up" you displace people and businesses. In effect, they get priced out of the city.
2. *Option 2*: This requires a revised General Plan and some zone changes, careful planning, increased City funding, and a commitment to a pro-active change. The outcome is a rejuvenated Stanton that is more efficient in its land uses, more flexible to accommodate new identity, and, perhaps most importantly, actively building a renewed sense of identity, both visually and symbolically. This option assumes realistic approaches to guide change based on shared goals.
3. *Option 3*: This option requires the most vision and the greatest economic commitment of resources. To build a true town center will not happen without political consensus, nor will it happen without a community that believes and is willing to commit resources and time into creating a true downtown core. This option is made easier if certain regional commitments are made such as completing a light rail system within the Pacific Electric Corridor.

**TABLE 3
STANTON'S FUTURE: THREE VISIONS**

	Stanton Status Quo	Stanton Efficient	Stanton Vital Center
PHYSICAL	Limited new uses Continued deterioration in some areas Fragmented image Civic Center site developed incrementally Limited retail mix	Targeted new development areas Limited deterioration; selective revitalization Civic Center site a quality coordinated project	Large scale redevelopment Most deterioration reversed; wide spread revitalization; intensive mixed use projects
ECONOMIC	Limited accessibility & visibility; low absorption of office/industrial space	More diverse retail mix Strong economic opportunities targeted via the general plan; continued redevelopment project success	Sub-regional retail draw Comprehensive economic development: quality business parks & auto center; actual jobs/housing balance achieved
ENVIRONMENTAL	Deficient park land; very limited open space	Pocket parks & improvements to existing parks; some private open space provided in new projects	Land acquisition for significant new park lands; moderate open space established in most intensely developed areas
SOCIETAL	Inconsistent citizen involvement in city affairs; limited community cultural activities	Citizen involvement in city affairs; selective community cultural activities	Active civic pride: active citizen groups on a variety of topics; noteworthy cultural endeavors and institutions
GOVERNMENTAL	Very tight city budgets; acceptable but more costly public facilities and services; deferred maintenance	Limited budget surpluses; typical suburban costs of public facilities and services; adequate maintenance	Frequent budget surpluses; increase services; lower than average cost of public facilities and services; active preventative maintenance Greatly improved image as an important regional transportation link with focused centers and a downtown; substantial physical quality, eventually throughout most areas of the city
SYMBOLIC	Fragmented image and identity; limited gain in overall quality of appearance	Image enhancement as a city that achieves important improvements; significant areas of improvement in infrastructure	Important county transfer point with the town center.

2.2 ECONOMIC DEVELOPMENT

Issue Topic

To expand and improve Stanton's limited economic base.

Issue Statement

What measures can be taken to improve Stanton's economic standing?

Definitions

The Stanton General Plan Update is focused on improving the overall image of the City of Stanton. Part of this image-enhancement can be achieved through economic development to be implemented as part of the General Plan process.

Background

The City has a relatively low jobs/housing ratio and future projections do not indicate an increase in this ratio.

Stanton is absorbing only small amounts of office and industrial space; it could be capturing more.

The City of Stanton has lower taxable sales per household than most surrounding cities.

The City of Stanton has a weak hotel/motel market consisting of few quality status rooms and low occupancy rates.

There is very little vacant land available for development in Stanton.

The City has limited accessibility and visibility.

The City of Stanton has a weak mix of retailers.

Most taxable sales increases from 1985 to 1988 resulted from two outlets -- the Home Club and Price Savers.

Non-retail taxable sales in Stanton declined for the period 1985 to 1988.

Interests

Existing Residents

- Will benefit from greater commercial and employment development, but may also be adversely impacted by increased traffic and congestion.

Investors and Developers

- Will have increased opportunities, especially specialists in downtown areas, revitalization, and distressed properties.

City Officials

- Desire to see an improvement in the economic base.

Alternatives

1. Status Quo

- maintain current conditions; limited change in the retail base, hotel/motel market and industrial development

2. Enhance Existing Opportunities

- improve circulation system to increase accessibility and visibility
- diversify Stanton's retail mix and revenue base by broadening the range of available goods
- quantify square footage needs for retail, office and industrial use at specific locations

3. Active Development Program

- initiate a comprehensive effort focusing on all areas of economic development
- create an Economic Development Program to improve Stanton's economic standing and identity
- consolidate fragmented parcels of land, via the Redevelopment Agency, to create larger, more developable parcels
- expand office and industrial space through development of quality business parks
- encourage non-retail taxable sales operations to locate in Stanton

Implications

1. Status Quo

If strong efforts not made, Stanton will continue to absorb only small amounts of office and industrial space and have a weak retail mix.

2. Enhance Existing Opportunities

Improvement of non-residential land uses and increases in land values can help to create a cyclical effect, by helping increase residential land values, with additional impacts on non-residential values.

3. Active Development Program

There may be strong support in principle for redevelopment from local businesses, but underlying land values may not make implementation of improvements feasible.

Linkages

- circulation improvements that include the Beach Boulevard Super Street Program.
- redevelopment powers to consolidate small lots into bigger, more developable parcels.
- land use and infrastructure

Recommendations

Group options into two tiers, identified as short and long term strategies, that the City can implement. Tiered rankings are as follows:

Tier I: Short Term Strategies

1. Define a comprehensive economic development effort.
2. Identify economic opportunities via the General Plan and land use strategies.
3. Creation and implementation of an Economic Development Program.
4. Diversification of Stanton's retail mix.
5. Quantification of square footage needs and possibilities for retail and office opportunities.

Tier II: Long Term Strategies

1. Using the powers of the Redevelopment Agency.
2. A team effort between the Redevelopment Agency and the Economic Development Program.
3. Improving circulation to increase accessibility and visibility.
4. Development of an attractive high quality auto center.
5. Development of quality business parks.
6. Attraction of non-retail taxable industries to the city.
7. Improvement of the jobs/housing balance.

2.3 LAND USE BALANCE AND INTENSITY

Issue Statement

Does Stanton have the proper balance, intensity and density of residential, commercial, and industrial uses to meet its stated goals?

Definition

The goals of Stanton are to have a strong economic base which not only serves residents but generates jobs. The proper mix of residential, commercial and industrial uses means that the community is well balanced and that these uses complement rather than interfere with each other.

Background

Stanton is a built out community with a relatively high concentration of apartments and mobile home parks and with commercial development largely concentrated along major thoroughfares, especially Beach Boulevard.

Approximately 43% of the City's total acreage is devoted to residential, 10% to commercial, 14% to light industrial uses, 9% to open space and public institutional uses, and 24% to circulation right-of-way. Stanton is fairly densely populated with 6000 apartment units compared to 4000 single family homes and condominiums. There is an inconsistency between maximum allowable densities in the general plan and zoning in some residential areas. Whereas the general plan allows a maximum density of 24 dwelling units per acre, the zoning code allows 18 units per acre. In a recent public forum, residents expressed a desire to have a greater ratio of single family homes to apartments.

Small lot sizes in some M-1 and commercial zones appear to limit the most efficient use of these areas. Although the City recognizes the important role of small business in the local economy, lot widths of only 25 feet in some light industrial zones work against efficient land use and may contribute to incompatible uses. In addition, a specialized commercial zone (C-3) allowing kennels has created conflicts with adjoining residential areas.

There are also a number of existing areas where prohibited uses occur partly because of the proximity of residential to light industrial. Within an M-1 area, for example, there are existing, non-conforming residential uses. Apart from potential safety problems, the quality and appearance of the housing suffers from the spill-over uses of the industrial zone - improper storage, illegally parked cars and seriously conflicting uses.

Interests

Property Owners/Residents:

- desire for convenient arrangement of housing/commercial/light industrial areas; desire to avoid incompatible uses; possible loss of affordable housing if rezoning occurs.

City Officials:

- better planning; fewer land use complaints; healthier city revenues.

Developers:

- desire for profitable development opportunities with reasonable costs and minimum delay.

Alternatives**1. Status Quo:**

- maintain existing zoning code and general plan land use categories

2. Enhance Existing Opportunities

- continue to revitalize existing commercial areas through ongoing planning entitlements plus the redevelopment process and consider modifying redevelopment project area boundaries.
- minimize incompatible uses through an expanded code enforcement program.
- consider zone changes where residential areas adjoin light industrial districts.

3. Active Development Program

- improve land use efficiency through flexible regulatory mechanisms such as floating overlay zones, which are zones not assigned to a specific area, which may be applied as determined necessary, or mixed use and broadened land use districts.
- consider incentive measures for lot consolidation in M-1 zones and some commercial areas. This would occur where there are two or more undersized legal parcels and the consolidation results in a new lot more suitable for development.
- assess desirability of establishing a specific plan area where lots sizes make traditional zoning less effective in encouraging efficient land use.
- amend current PUD zone to allow a vertical mix of uses.
- amend PD zone to include parcels less than five acres.

Implications

1. Changing redevelopment project boundary areas would involve further documentation by the Agency and, perhaps, considerable controversy. Benefits include improving a light industrial area with current problems but substantial revenue generating potential for the City.

2. The City needs to establish policies and criteria for mixed use development. Floating zones and broadened land use categories allow a wider range of development but require more negotiation and interpretation.
3. Lot consolidation or coordinated planning of small or inefficient lots can be stimulated through both incentives and regulations, but more costly techniques such as redevelopment or specific plans may be needed to bring about real change.
4. Increased code enforcement can create conflicts with property owners but can also build pride and a better investment climate for the City.
5. Rezoning or removing residential districts may limit incompatibility problems but also displaces current residents from the area.
6. A specific plan or similar device would offer more precise development standards for an area where traditional zoning is not creating desirable land uses.
7. Amending the PUD zone would offer a flexible device to approve future development but may be opposed by those opposed to higher density.
8. Planned Developments may be sought on parcels where such flexibility is appropriate.

Linkages

- land use and economic development elements of the general plan
- general plan and zoning consistency requirements
- the City's Redevelopment programs
- standards within the zoning code
- the City's code enforcement program
- residents, merchants, owners within areas within which standards change

Recommendations

Goal Statements

1. Promote a proper balance of residential, commercial and industrial uses.
2. Encourage more office/professional development to serve Stanton's residents.

Implementing Actions

- make zone changes to reduce incompatible uses
- establish general plan policy on the location and criteria for mixed use development

Goal Statements

- Encourage the consolidation of small commercial and industrial lots into larger, more usable and economically viable parcels.
- Encourage land uses which provide jobs for Stanton residents.

Implementing Actions

- encourage lot consolidation in industrial and selected commercial districts through general plan policy, zoning amendments, and incentive programs.
- modify redevelopment project boundaries.
- use specific plan in areas where traditional zoning is not leading to efficient land use.

Goal Statement

- Modify development standards to accommodate more intense development in selected areas of the City.
- assess the desirability of increasing developmental intensity through the use of overlay zones, zoning amendments, and Planned Developments.

2.4 ARTERIALS

Issue Topic

The Arterial Backbone: Beach & Katella

Issue Statement

How will the Super Street Program affect development on Beach Blvd. and Katella Ave. and what steps should the City take to benefit most from and plan for the Super Street program?

Definition

The concept of "Super Streets" (also called high-flow arterials or continuous flow boulevards) was identified by the Orange County Transportation Authority as a way to meet travel demand projected for Orange County freeways and arterials. In general, the adopted improvements include intersection widening/restriping, twenty-four hour parking restrictions, signal coordination, and bus turnouts. To improve traffic flow on Beach Boulevard, the OCTA and Caltrans designated Beach Boulevard as a Super Street Demonstration Project. This issue paper focuses on the positive and negative effects of the Super Street Program and how Stanton can best modify its land uses to meet the changes.

Background

On March 1, 1985 the city of Stanton, as a responsible agency, approved recommendations of the Beach Boulevard Super Street Demonstration Project. The Economic Analysis study for the project predicted mostly positive impacts for adjoining businesses. The 1985 study saw benefits from the increased traffic flow which included a rise in property values and business sales as well as an increase in development density. Negative impacts were assessed as minimal and centered on reduced left turn access for motorists. Improvements along Katella Ave. are now currently in the planning stage.

Improvements along Beach Boulevard involving Stanton will be intersection widening and restriping as well as signal coordination. There will be no private right-of-way acquisitions since sidewalk areas will be used for the required expansion. OCTA already requires bus turnouts along Beach Boulevard, but no additional ones are planned along the Stanton leg of the corridor. Where expanded street surface is required to accommodate the four lanes of traffic, sidewalk areas will be used. According to OCTA officials, there will be three locations in Stanton where left turn lanes will be closed. Stanton still wants off-peak hours parking since a number of commercial establishments have no on-site parking. There may be right-of-way acquisitions along Katella where the avenue narrows considerably.

One of the major concerns of the City is the effect of the Super Street Program on business interests. Since traffic will be moving smoother and in greater flows, it may be a bit more difficult to see existing signs or certain businesses. Stanton's sign ordinance allows a sign area equal to 33% of the wall area facing the street. Access should be only minimally more difficult except where street parking is allowed because motorists may have difficulty seeing driveway entrances.

Interests

Property/Business Owners:

- concern over the effect of Super Street Program on accessibility to their businesses.

City Officials:

- effect of program on business climate, redevelopment areas and land uses

Motorists:

- their concern is efficient movement but also accessibility to commercial establishments.

Alternatives

1. Status Quo

- do not make special land use changes to accomodate the Super Streets Program

2. Enhance Existing Opportunities

- assess land use improvements and modifications to best integrate with the Super Street Program: lot consolidation; coordinated planning of adjacent properties; and driveway consolidation.
- modify sign ordinance for commercial areas along Beach Boulevard. Modifications could include potential variances for properties adversely impacted by the Super Street Program. Variations in the sign ordinance could include allowable sign area and provide incentives for consolidated signage.

3. Active Development Program

- consider changing the land use code to allow for intensification along Super Streets.
- parking standards and location will have to be modified. Parking could be redirected to some non-residential side streets. Lot consolidation and coordinated planning between adjacent parcels could provide for increased on-site parking. Allowing on-street parking on local streets would compensate for the probable loss of on-street parking on Beach and Katella

Implications

1. Design modifications - can be done as part of the redevelopment process, an incentive program or zone change. Difficulty will be in bringing adjacent property owners together. Lot assembly by eminent domain runs contrary to the Agency's current philosophy. Design modifications would improve parking and access difficulties, especially for current smaller lots.

2. Land use modifications - can be done through zoning changes and mixed use overlays although current code allows for a "floor area ratio" of 13 times the buildable area. This option predicts significant development pressure as a result of the Super Street program.
3. Sign program modifications - involves the tricky issue of adjusting sign ordinance to the Super Street Program without allowing excessive sign clutter or scale. May involve modifying the ordinance and encouraging certain sign types.
4. Parking standards - key issue for business interests, especially those with deficient parking. If on-street parking is disallowed, lot consolidation and/or assembly may become necessary. Major constraint is vacant land for more parking.

Linkages

- economic development and land use elements of the General Plan
- sign ordinance and zoning code
- existing redevelopment project area
- phasing of improvements to storm drains along Beach Blvd.
- Capital Improvement Budget

Recommendations

Goal Statements

- Improve business visibility and accessibility along Beach Boulevard and Katella Ave.
- Improve the vitality, image and appearance of Beach Boulevard.

Implementing Actions

- amend sign ordinance and encourage sign consolidation
- provide driveway consolidation and directional signage
- modify parking capacity and provide off-street parking areas
- establish parking districts along arterials

Goal Statement

- Maximize positive impacts and minimize negative impacts of Super Street Program.

Implementing Actions

- establish incentives for lot consolidation and coordinated planning of adjacent parcels.
- modify sign code to ensure maximum visibility for commercial uses

Goal Statement

- Integrate Super Street Program into long term strategic planning of City.

Implementing Action

- assess land use code for possible intensification to meet projected development pressure
- integrate planning of new Civic Center with predicted impacts of Super Streets.

2.5 IMAGE

Issue Statement

How can the City enhance its image, both in terms of community identity and future development?

How can land use controls, incentives and design standards be used to enhance the City's community identity?

Definition

By image, we mean both visual identity and reputation. The first is an objective reality, the Stanton that everyone can see; the second is a more subjective view, the mental picture of the place that can influence future development because it affects how people think about the possibilities.

Land use policies, controls and design standards refer to a variety of regulatory efforts and incentives to influence what physical development occurs and how it looks. These efforts could include, but are not limited to: design standards and review; redevelopment; zoning incentives; business improvement districts; code enforcement; streetscape plans; general plan revisions; and promotional campaigns.

Background

Stanton has consistently suffered from a two-fold image problem. The first is a lack of identity. Many people are not sure where Stanton is and it suffers from being located between larger cities - Anaheim, Garden Grove, Westminster, and Cypress - and near major attractions - Disneyland and Knott's Berry Farm. In fact, the former motto of the city - "Crossroads to Vacationland" - reinforces the idea that Stanton's identity depends on attractions outside the city. Also detrimental to Stanton's identity is the fact that the city has several zip codes and some residents and businesses have Anaheim or Garden Grove mailing addresses. To change zip codes, a petition to the General Manager, Postmaster, would be required.

The second identity problem is physical. The city does not have a well-defined visual image. Although an artificially imposed design theme such as "Old West" is not desired, the city lacks unifying design elements and often suffers from discordant land uses. In addition, although code enforcement is improving, there are a number of evident violations that detract from the city's appearance.

The city currently has no ordinance for design review or standards. Currently, there are two land use code enforcement officers with the power to cite infractions. A median improvement district has been established along Beach Blvd. but further improvements are on hold pending impacts of the Beach Blvd. "Superstreet" Program. Currently, the city's sign ordinance allows flexibility in sign type and design but may be too generous in total sign area allowed.

Interests

City Officials:

- desire to improve Stanton's image in the investment marketplace and as a well-planned city.

Business Owners: Current and Potential:

- a well-planned and visually attractive city with appropriate development incentives clearly benefits them and provides customer appeal

Property Owners and Residents:

- benefit by a more convenient and vibrant local business community as well as a more visually attractive city.

Alternatives

1. Status Quo

- continue current code enforcement program but make no special efforts at image-enhancement until the Super Streets Program is completed.

2. Enhance Existing Opportunities

- encourage commercial revitalization of Beach Boulevard, Katella Ave. and selected areas through the redevelopment process.
- continue and improve the code enforcement program by establishing incentives for code compliance. Such a program could be initiated with a promotional public relations campaign involving positive sanctions and private/public sector activities.
- revise sign area allowances in Stanton's sign ordinance.

3. Active Development Program

- establish design review for commercial, residential and light industrial zones.
- encourage business investment and flexibility by simplifying development processing regulations and general plan and zoning land use classifications.
- establish a streetscape and landscape plan for major thoroughfares including entry and gateway treatments.
- initiate a city-wide promotional campaign to enhance Stanton's image focusing on commercial revitalization, a boulevard improvement program, or neighborhood improvement.

- enhance appearance of residential areas of city through a landscape program which may include such private/public sector actions as an "adopt-a-tree" program or a City sponsored block improvement program.
- petition the General Manager, Postmaster, in Santa Ana for a change in zip codes and mailing addresses for selected areas of Stanton.

Implications

1. Design standards - entail more review by City staff and more careful submissions of projects. Outcome is more attractive and compatible new development; City Council can assign design review function to planning staff or an advisory body such as a Design Review Board.
2. Redevelopment - Ongoing process generates tax-increment revenue for the city and can boost commercial vitality.
3. Consolidating General Plan and zoning use classifications - with broader land use classifications, a wider range of options is available to developers and retailers.
4. Streetscape plan - requires more enforcement, maintenance and monitoring but should serve to enhance Stanton's image.
5. Promotional Campaign - involves a joint public/private sector initiative but gives impetus to a new policy and subsequent city improvement programs.
6. Residential landscaping program - will require city funding, possible outside consulting, and city maintenance, but would serve to improve city image and boost residents' pride in city and its future.
7. Code Enforcement - could entail more review by code enforcement officers. A program with both positive and negative sanctions could positively affect Stanton's visual image.
8. Sign ordinance - would involve a planning study and city council action; sign flexibility could be maintained but reduction of sign size or sign consolidation incentives could positively affect streetscapes.
9. Zip code and address changes - involves a petition initiated by City or residents. Outcome depends on approval process within the Postal Service. If successful, all Stanton residents would at least have Stanton mailing addresses and possibly the same zip code.

Linkages

- general plan goals and policies, including land use element.
- the City's Capital Improvement Budget
- city staff functions and development project approval process
- zoning code.

Recommendations

Goal Statements

- Enhance Stanton's image among residents and visitors.
- Improve design of new construction throughout Stanton.
- Create design guidelines for development and redevelopment in Stanton.
- Design and implement attractive city statements at major entry points into the City.

Implementing Actions

- Adopt design review ordinance
- Initiate promotional campaign coincident with the general plan update that focuses on boosting pride in city appearance.
- Petition Postal Service for Stanton mailing addresses for all residents.
- Establish entry or gateway highlights on Beach Boulevard and Katella Ave.
- Initiate "self help" neighborhood improvement programs
- Capitalize on the proximity of residential and commercial areas

Goal Statement

- Reduce land use code violations.
- Evaluate additional code provisions, promote strict code enforcement, and provide manpower for its accomplishment.

Implementing Actions

- Adopt a code enforcement program that positively reinforces property owners for compliance as well as penalizes non-compliance.

Goal Statement

- Improve appearance of commercial and residential streetscapes.
- Create more harmony and uniformity in commercial areas by instituting appropriate signage and design standards.

Implementing Actions

- Establish a streetscape program for Beach Boulevard including entry point highlights and continuing median improvements.
- modify sign program, particularly along commercial corridors.

2.6 SAFETY

Issue Statement

What can the City of Stanton do to reduce crime and increase the safety of its citizens?

Definition

By safety, we are focusing on safety from crime.

Background

The Orange County Sheriff's Department provides patrol services, traffic enforcement and investigative services to Stanton on a contractual basis. Currently, the City has indicated that the current level of police protection is sufficient. As far as projecting staff requirements, the Stanton Police Services Division does not use a set formula because it believes that there are too many variables involved associated with crime. The department did indicate that it believes that high density developments have led and will lead to increased calls for service.

The Sheriff's Department offers neighborhood crime prevention programs and consultation to businesses at no charge. It also encourages a Neighborhood Watch Program in residential areas. To hire one deputy for a full shift would cost the City about \$150,000 per year. With increased traffic flows predicted for Beach Boulevard and Katella Ave., it is estimated that there will be an increased demand for patrol and traffic services.

Interests

Citizens/Business owners:

- desire for a safe environment; affects business climate and residents' feelings about and participation in City programs

City Officials:

- less crime improves Stanton's image and supports provision of City services

Alternatives

1. Status Quo

- maintain existing levels of service

2. Enhance Existing Opportunities

- expand participation by residents and businesses in crime prevention programs

3. Active Development Program

- Expand levels of service as revenues permit.
- encourage participation in a yearly Crime Prevention Week promotional campaign. The campaign will feature educational programs for schools, residents, and businesses.

Implications

1. Additional Deputies - would be based on a needs assessment from Sheriff's Department and City Council. Would require additional funding above that to maintain existing level of service. Currently General Fund revenues are not adequate, hence, this action may entail application of a new tax source.
2. Maintain existing level of service - entails escalating costs but no major new funding commitments.
3. Promotional Campaign - This involves a joint effort between City staff, residents, and the Sheriff's Department. Outcome would be greater awareness of crime problems and their prevention.

Linkages

- to City's budget
- to safety element of the General Plan

Recommendations

Goal Statement

- Increase the safety of the residents, businesses and visitors of Stanton.

Implementing Action

- Initiate the policy of sponsoring an annual Crime Prevention Week in Stanton involving a partnership between the City, community groups and the Sheriff's Department.

2.7 LAND USE CATEGORIES

Issue Statement

Are the present land use categories sufficient and appropriate for the City's present and future needs?

Definition

Stanton's 1980 General Plan designates 12 land uses, including 4 residential, 4 commercial areas, an industrial area, a civic center, schools, and buffer zones. A "Planned Development" ("PD") land use category was added as a General Plan Amendment in 1989 to accommodate a PD zone classification. The zoning code, adopted in 1980, includes 14 zoning districts. In some cases, the land use designations match the zoning districts, but in others there are significant inconsistencies.

About 50% of the City's zoning is devoted to housing - 22% single family residential and 17% multifamily - while approximately 14% of the city is zoned commercial. Additional zoning districts include: buffer zone, mobile home park, planned unit development, and solid waste transfer.

The key question is whether the land use categories described above provide enough flexibility for the City to meet current and future development goals.

Background

Since the Land Use Element of the General Plan has not been updated since 1978, there are a number of land use designation issues that need to be addressed. Although cities are given some flexibility in describing land use categories, state planning law states that " a land use element should contain a sufficient number of land uses identified by the plan. *Land use categories should be descriptive enough to distinguish between levels of intensity and allowable uses* and there should be categories reflecting existing land use as well as projected development." Therefore, a legally defensible land use element must specify density and intensity standards.

- 1) General plan commercial designations need to be updated and consolidated - The four current commercial designations - general, highway, neighborhood and community shopping center commercial - need to be reassessed for Stanton's needs. In the current land use element, General Commercial category includes the vast majority of smaller parcels located primarily along major arterials. Highway Commercial includes larger parcels along Beach and Katella. Neighborhood Commercial includes convenience centers and office/professional uses while Community Shopping Center Commercial is reserved for two sites, one on Beach Blvd. and the other on Chapman Ave. The land use categories are very sparsely defined in the 1978 Land Use Element. The underlying zoning for neighborhood, highway and general commercial allow "floor area ratios" of thirteen times the buildable area although minimum lot sizes are considerably smaller for the Neighborhood Commercial categories.

By consolidating the four categories into fewer commercial designations, there would be less need for general plan amendments since land use categories would be broadened. In addition, there would be less problems of inconsistency with underlying zoning code and greater flexibility for new development. For example, a general commercial land use designation could include retail sales, service and office development of neighborhood, community and regional scale. Actual levels of use are established through conventional zoning, Planned Developments or specific plans. A potential problem, however, with a general, "all-purpose" commercial designation is that it might not distinguish clearly enough between types and intensity of use and would provide less guidance for future land use decisions.

2. How much flexibility in land use guidance can be built into the General Plan? The city currently has one land use category which would allow a mix of uses - the "PD" (Planned Development) adopted in 1989 to accommodate the PD zone classification. A "PD" (Planned Development) or "PUD" (Planned Unit Development) is a flexible zone that allows variations in project design and standards. It is usually characterized by a comprehensive site plan and allows for clustering of structures and a mixture of housing types and land uses that traditional lot-by-lot zoning would not allow. Stanton's "PD" designation is broadly written and would permit a mix of residential, commercial, industrial and public uses. This classification would allow a flexible mix of uses for parcels over 5 acres. To accommodate smaller parcels, the general plan PD designation would have to be amended along with the underlying zoning. Mixed-use or mixed use zoning refers to combining two or more land uses in a single structure or project. It is typically used in combinations of commercial/office/light industrial/residential projects.

The existing commercial designations would not allow mixed use development unless their descriptions are expanded in the general plan and zoning code to allow it. Another land use category could be created, such as residential/office or apartment professional, but it would have to be written into the land use element and placed in the legend of the general plan diagram. General plan policy would set the criteria for appropriate types and location for mixed use, such as the requirement that residential uses occur on the second floor. These mixed use policies would be tied into an existing PD or PUD zone detailing specific development standards. Since mixed use development can provide a very efficient land use and can mitigate traffic and environmental problems, the City should very carefully consider the desirability of maintaining and expanding its land use policies to allow such uses.

NOTE: The issue of General Plan amendment requirements to achieve the flexibility discussed in this Issue Paper has been resolved in the proposed Updated General Plan by means of: 1) Generalized land use categories and designations on the Plan Diagram; 2) Use of the Opportunity Area designations to indicate where mixed use development is intended by the General Plan; and 3) Inclusion of policies and programs to stimulate more efficient combinations of uses and allow for flexible and timely responses to changing market opportunities.

Interests

Property Owners/Residents

- convenient mix of housing / commerce / light industry; a greater range of development opportunities and uses allowed.

City Officials and Planners

- more flexible land use documents and regulations to work with; can capitalize on development opportunities

Merchants/Developers

- increased incentives for development; more efficient and flexible land use code to work with; possible creation of more non-conforming uses

Alternatives

1. Status Quo

- Maintain current General Plan land use categories and zones

2. Enhance Existing Opportunities

- Amend descriptions of existing commercial categories to allow mixed use. In effect, this option would involve broadening allowable uses within existing categories.
- Revise the "PD" land use designation to allow a mix of uses on parcels smaller than 5 acres.
- Amend the PUD zone to allow a vertical mix of uses. Existing language of the ordinance implies single story development and the City may not want to preclude multi-story options.

3. Active Development Program

- Establish another land use designation, such as "apartment professional" or "office/residential" or "commercial mixed use" that allows more flexibility in administering general plan and zoning.
- Consolidate general plan designations for greater efficiency in land use and flexibility in development approval.
- Establish general plan policy on types, location and design guidance for mixed-use development. Specific development standards are contained in underlying PD or PUD zones.

Implications

- 1) Consolidating General Plan categories - can be done as part of General Plan update. Will require amending existing General Plan text and diagram. Outcome will be more flexible policy guide that allows a greater range of development opportunities and would ensure greater General Plan and zoning consistency. Problem is possible vagueness in defining future land uses with one commercial category used, overlays on diagram will specify development opportunities.

- 2) Establishing General Plan policy on mixed-use development - done as part of the General Plan update. City has to set policy as to the types/location/criteria for mixed-use development. Outcome is clear guidance for future development.
- 3) Amending commercial land uses to allow mixed use - carried out as part of General Plan update and revision. This involves adding more permissible uses to existing designations rather than adding a new category. Still needs to be determined what commercially-designated areas would benefit most from this expanded criteria for land use. Outcome is greater flexibility in land use in certain commercial areas.
- 4) Establish a new mixed-use land use category - This involves writing a new land use designation and therefore amending the General Plan. The category would have to be added to the legend of the General Plan diagram. Outcome is another policy and regulatory tool to facilitate development.

Linkages

- general plan definition of land use districts and general plan diagram.
- land use and economic development elements of General Plan
- General Plan/zoning consistency requirement
- potential impact on definition of several zoning districts
- economic development potential of city as greater flexibility is built into land use categories.
- property owners in certain commercial/industrial zones

Recommendations

1. Consolidate existing commercial land use designations in General Plan to include a single General Commercial category
2. Establish General Plan policy on location/types/criteria for mixed use development. Appropriate mixes include residential with commercial and commercial/office with light industrial.
3. Amend newly consolidated General Plan categories to include a greater variety and mix of land uses.
4. Delete "PD" land use designation since amendments to existing commercial uses will allow mixed-use projects.
5. Establish the following revised general plan land use categories and opportunity areas.

Land Use Categories

Description

Low Density Residential

0-6 dwelling units/acre

Medium Density Residential

7-11 dwelling units/acre

High Density Residential

12-25 dwelling units/acre

General Commercial	retail, service, and office/professional
Light Industrial	light industrial uses as described in zoning
Public/Institutional	schools, civic center, community center and church uses
Buffer	utility easements, and transportation right-of-ways
Recreation	parks, bicycle paths and sports complex
<u>Opportunity Areas</u>	<u>Description</u>
Medium Density Residential	Provide quality small lot housing, attached housing and condominiums
Industrial Park	Comprehensive planning enhanced with design guidelines and development standards.
Home Industry	Transition area which allows self-combined industrial and residential uses as an incentive to establishment of light industrial and craftsman oriented uses.
Mixed Use	Allow horizontal/vertical mix of residential/retail or commercial/office/light industrial at greater intensity and density of development.
Transit Oriented	Transit supporting uses which use location to superstreets and transit service to advantage.
Civic Center	Develop mixed uses emphasizing retail and commercial activities supporting public uses.
Theme Commercial	Capture regional and local interest by creating a special use or attraction with employment potential.
Commercial Intensification	Allows greater intensity use and improved site design standards within commercial category.

2.8 LOT CONSOLIDATION

Issue Statement

How can the City encourage lot consolidation in the M-1 (light industrial) zone east of Beach Boulevard?

Definition

Lot consolidation refers to joining two or more contiguous parcels under one ownership. The M-1 zone is designated light industrial and also allows uses permitted in C-2 (general commercial business zone)

Background

The M-1 zone east of Beach Boulevard and south of Cerritos Ave. contains parcels of varying sizes. The particular problem is small lot sizes which limit the most efficient land use. Although the zoning calls for minimum lot sizes of 6500 square feet, many of the lots are only 50' by 100'. Although the city recognizes the important role of small business in the local economy, these small lots are often underutilized and inefficient. A land use survey of the area revealed that many of the lots are used for storage, and their limited size confines them to particular uses such as auto repair and servicing. The jumbled configuration of lots and uses gives the area a blighted look and many of the industrial uses spill over into the adjoining residential zone.

Interests

City Officials

- improving industrial area would generate more revenues for City and contribute goals of a more attractive investment climate.

Property/Business Owners

- for those able to consolidate, potentially greater use and more investment opportunity; possible increase in property values.

Alternatives

1. Status Quo:

- do not make special efforts or create incentive programs for lot consolidation.

2. Enhance Existing Opportunities

- Modify redevelopment boundaries to include the M-1 and R-2B zones east of Beach Boulevard.

3. Active Development Program

- Amend zoning code to encourage lot consolidation. Smaller than code lots would be considered legal only if they were not held in common ownership with any other parcel since the zoning ordinance was passed. This would be done by requiring as a condition of approval that once contiguous lots are joined under one owner, they cannot be subdivided.
- Establish a new zone - M-2 - with larger minimum lots sizes and a greater range of permitted uses than the current M-1 zone. This new zone would include the areas that include larger parcels.
- Establish an assistance and incentive program for lot consolidation. Once the policy has been established in the General Plan, the City may choose to use any of the following incentive measures: reduction of processing fees; service fee advance; legal assistance; parking reductions; density bonuses; and site planning assistance.

Implications

1. Amending zoning code for lot consolidation - This action is an exercise of the city's police power to reduce non-conforming uses. This action would result in some lots being defined as non-conforming and may cause some consolidation. In effect, this prevents lots from being parceled and would encourage consolidation. A covenant would be filed once two parcels were joined ensuring that they would not be divided again. This amendment should be clearly grounded in General Plan policy regarding the desirability of lot consolidation in light industrial zones.
2. Establish a new industrial zone - By creating a new zone with more permitted uses, an inducement is created for lot consolidation. It would be illegal to allow different permitted uses depending on lot size within one zone.
3. Redevelopment area - The advantage here is the ability through eminent domain to assemble lots. Parts of the area clearly have blighted conditions. The designation process is highly political, however, and requires fiscal resources that the City may not want to commit. Redevelopment will also result in at least some displacement.
4. Incentive Program - This action requires that City staff work with property owners and developers to encourage consolidation. Fee waivers and service advances would cost the City money. Density bonuses and parking allowances might be a further inducement.

Linkages

- to General Plan's land use and economic development elements
- to zoning code
- to City's Redevelopment Agency

Recommendations

Goal Statement

1. To encourage the consolidation of small commercial and industrial lots into larger, more usable and economically viable parcels.

Implementing Actions

- establish an assistance and incentive program for lot consolidation
- amend the zoning ordinance to encourage lot consolidation.

2.9 REDEVELOPMENT

Issue Statement

Does Stanton have the right redevelopment areas identified?
Is their redevelopment strategy working?

Definition

The redevelopment process, as specified in California law, allows local redevelopment agencies to use their power to eliminate blight by encouraging rehabilitation and repair of deteriorated structures, by facilitating land assembly and development which will result in employment opportunities, private investment and an expanded tax base.

Background

Stanton adopted their Redevelopment Plan on Dec. 13, 1983. The project boundaries center mostly along Beach Boulevard and contain mostly general commercial and some light industrial. In 1986, the project area boundaries were expanded to include light industrial and some commercial properties near the eastern and western boundaries of the City and along a southeastern section of the Pacific Electric Corridor.

It has been the policy of the Stanton City Council and Redevelopment Agency to promote redevelopment in the community on an "optional participation" basis. Consequently, the agency has not used its eminent domain powers. Instead, the agency has used several inducements to cause owners to sell and to attract investment. For example, the agency used a policy of "land write-down" (a technique where the City can sell property at below market costs) to attract the Price Savers. To induce the Home Club to develop, the agency agreed to pass along its tax increments to the retailer for a specified period of time. Currently, most existing redevelopment funds are being targeted towards the planned Civic Center complex. The Agency also assisted in financing the 335 unit Senior Citizen project in Stanton. It issued multi-family housing bonds and sold the land back to the developer.

Several city officials would like to see the redevelopment project area boundaries expanded to include the M-1 and R-2B zones east of Beach Blvd. This area contains various characteristics of blight: irregularly shaped lots which preclude proper development, incompatible uses, and underutilized lots. This area was, in fact, included in the original project area but protests by residents against inclusion resulted in its deletion from the project area.

Redevelopment is in Stanton's future. Also, there is a surplus of shop space and the Agency is seeking ways to attract new commercial uses to fill the vacancies. The redevelopment process has seen some successes, especially along the southern portion of Beach Boulevard, and the agency needs to map out a strategy for improving other areas to the north.

Interests

Property Owners/Businesses:

- new commercial uses can benefit if they receive financial inducements; existing businesses and some residents could be displaced.

Residents:

- benefit from better mix of retail and commercial uses

City Officials:

- tax increment revenues can finance city improvements.

Alternatives

1. Status Quo

- continue with existing redevelopment boundaries and plan including financing new civic center.

2. Enhance Existing Opportunities

- expand project area to include M-1, commercial uses along Beach Boulevard and R-2B area east of Beach Boulevard.

3. Active Development Program

- amend redevelopment strategy to include lot assembly and consolidation along Beach Boulevard north of Cerritos.

Implications

1. Expanding project area to include M-1 area might again result in citizen protest. It would involve some displacement of long-standing residents and would also displace light industrial uses that may have difficulty locating elsewhere. On the other hand, lot assembly and consolidation would lead to more efficient use of land and existing incompatibility of land uses as well as nonconforming uses would be mitigated.
2. Maintaining the status quo would probably not help areas of greater need (such as the light industrial zone) and without using powers of lot assembly, improvements along other areas of Beach Blvd will be slower in coming. However, the current plan has had notable success and reflects the values and policies of the Agency.
3. A more aggressive strategy along Beach Blvd. could run into political opposition and would cost the Agency more, but it might prove very difficult to attract development if lots are not consolidated.

Linkages

- impacts the land use, circulation, and economic development elements of the General Plan
- impacts the Super Street program
- impacts the Stanton Redevelopment Agency and Plan

Recommendations***Goal Statements***

- Strengthen the City's economic base by encouraging retail development, identifying potential nodes, and providing development incentives.
- Continue the redevelopment program on an even more energetic level, primarily in commercial and industrial areas.
- Improve the City's image.

Implementing Actions

- expand Redevelopment Project Area to include the M-1 and R-2B zones east of Beach Boulevard.
- expand Redevelopment Project Area to include all commercial properties on Beach Boulevard, identified as having commercial development potential as a result of parcel assembly.

2.10 RESIDENTIAL DENSITIES

Issue Statement

What residential densities are appropriate for the City?

Definition

Residential density is a term used to describe the number of residential dwelling units per acre. In the general plan there are four residential land use designations that allow densities ranging from 1 to 24 dwelling units per acre. One of the problems that exists is the inconsistency between zoning and the general plan land use designations. The highest residential density allowed under Stanton's current zoning code is 18 dwelling units per acre, and the general plan allows up to 24 dwelling units per acre.

Background

The maximum density that is currently allowed under the zoning code may not be sufficient to attract the kinds of development that would be most beneficial to the city. Will a more intense zoning designation give the city more flexibility or is it more desirable to allow a lower density in the general plan? Several surrounding communities have residential designations allowing 24 dwelling units per acre. It should be noted that in some cases these higher densities can only be achieved through density bonuses which are given to projects on larger parcels. Density bonuses can also be used as a tool to encourage lot consolidation.

Stanton already has a relatively high ratio of apartments and mobile home parks to single family homes. In fact there is approximately 6000 apartment units compared to only 4000 single family homes and condominiums. In a recent public forum, residents expressed a desire to have a greater ratio of single family homes to apartments.

Interests

Residents

- higher densities would provide more housing opportunities; some citizens believe single family homes to be more beneficial to city.

Property Owners/Developers

- Possible increase in land values; adjacent owners may object to higher densities.

City Officials

- gives more flexibility in approvals; will cause more burden on infrastructure and city services

Alternatives

- Increase density limit in zoning code to 24 dwelling units per acre.
- Reduce density limit in general plan to 18 dwelling units per acre.
- Establish a density bonus program to encourage lot consolidation in the R-3 zone.

Implications

1. Amend zoning to allow higher densities would cause more intense land use; increase housing stock; possible political backlash against higher density
2. Amend general plan reducing densities to 18 dwelling units per acre will make it consistent with the zoning code; however it will also limit future development potential.
3. Encourage better site design; stimulate development; will require more careful staff review.

Linkages

- Land Use, Housing, Economic Development
- Capital Improvement Program
- Zoning code
- General Plan/Zoning Consistency

Recommendations

[To be initiated at a later date]

2.11 PACIFIC ELECTRIC CORRIDOR

Issue Statement

What should the City's position be regarding the Pacific Electric Corridor?

Definition

The Pacific Electric Corridor is a 100' wide strip of vacant land that extends from Dale Street in the southeast to just beyond Western Avenue in the northwest. It intersects several key boulevards and avenues, among these is Katella, Beach and Cerritos.

Background

The Pacific Electric Corridor is an abandoned railroad right-of-way that cuts a diagonal swath across the City from the northwest to the southeast. Once the route of the electric "Red Car" commuter line linking the major cities of the Los Angeles Basin to outlying areas, the Corridor was abandoned as the automobile replaced the rail as the popular transportation choice, leaving a linear void that both divides and blights the residential neighborhoods, commercial centers and industrial districts that lie in its path.

In 1982 the Orange County Transit Authority (OCTA) acquired the section to the east of Beach Boulevard of the one-hundred-foot-wide Corridor with the idea of developing it as a component of their mass transit program. In 1987, OCTA commissioned the firm of Basmaciyani-Darnell to study the economic feasibility and political acceptability of their transit concept. Their study concluded that there was not sufficient ridership in the area north of the Garden Grove Freeway to warrant construction of a mass transit facility and that there was strong opposition by local residents to locating a mass transit route in the Stanton and Garden Grove section of the Pacific Electric Corridor. As a result, OCTA had discussed selling the Corridor right-of-way. At that time the City of Stanton considered purchasing the eastern section of the Corridor so it could be divided into parcels and sold to the public. Now the OCTA has decided to retain ownership of the property in order to facilitate the possibility of using it for future rail transportation. In the short term, OCTA is willing to lease portions of the property to adjacent businesses which helps to defer the cost of maintenance.

The portion of the Pacific Electric right-of-way (PE ROW) extending from Beach Boulevard to the northwest corner of the City was purchased by the Southern Pacific Railroad in the early 1900's from Pacific Electric. In the past, Stanton has had some difficulty with persuading Southern Pacific to keep the property well maintained and free of debris. Currently, Southern Pacific is negotiating the sale of the western section of the PE ROW to the Orange County Transportation Authority (OCTA) and the Los Angeles County Transportation Commission (LACTC).

The OCTA is conducting a study of rail systems throughout the county. If the Commission is successful in acquiring the PE ROW they plan on preserving it for some form of rail transit. A new rail system that stops in Stanton could be an excellent opportunity for a city that has long been bypassed by major transportation facilities.

Interests

Property Owners Adjacent to ROW:

- may be interested in leasing some of the property; could have concerns about safety and noise.

Business Community:

- possible opportunities to increase Stanton's exposure to greater Los Angeles and Orange county labor and retail markets depending on where and how often rail transport stops.

The City:

- *would like to see the property maintained properly; possible redevelopment opportunities; recreation opportunities*

OCTA:

- interested in preserving right-of-way for future rail transit.

Southern Pacific Railroad:

- is interested in disposing of the property and become relieved of the burden of maintaining it

Orange County Commuters:

- need long term solutions to traffic congestion, air pollution and high levels of energy consumption

Alternatives

1. Status Quo

- Encourage property owners to keep the area free of weeds and debris.

2. Enhance Existing Opportunities

- enter into a lease agreement with OCTA to landscape and do minor improvements such as paved bike trails and use the ROW as a linear park.
- encourage OCTA to lease the ROW to Nurseries or other horticultural businesses.

3. Active Development Program

- enter into a development agreement with OCTA and the future owner of the western section, whereby the City purchases partial rights to the property and develops the property in such a way that it does not preclude the development of rail transit in the future.
- plan land uses which are compatible with eventual rail system

Implications

1. **Status Quo** - may continue to have problems with property maintenance, crime, vagrancy and general blight
2. **Enter into development agreements** - will create redevelopment opportunities, eliminate blight and increase economic base.
3. **Enter into a lease agreement to build park** - will eliminate blight and create new recreational opportunities
4. **Encourage OCTA to lease the ROW to Nurseries** - will help to eliminate maintenance problems and free up additional land for plant material storage
5. **Plan land uses compatible with rail** - may require zone changes and comparable use studies

Linkages

- to Land Use Element
- to Circulation Element
- Economic Development
- to the Arterial Backbone: Beach & Katella

Recommendations

- Encourage OCTA to lease the right-of-way to nurseries or other horticultural storage use.
- Take an active role in planning the future rail transportation system.
- Study the possibility of implementing a rail stop in Stanton.

2.12 CODE ENFORCEMENT

Issue Statement

How can the City improve its code enforcement program to reduce land use violations and improve its physical image?

Definition

A code enforcement program refers to a city's efforts to ensure that the provisions of its land use code are followed. Typical violations involve use and standards such as commercial uses in a residential zone, illegal signs, and illegal parking.

Background

The City of Stanton has had a long standing problem of poor property maintenance. These violations, ranging from unsightly debris and abandoned cars to dilapidated buildings, has contributed greatly to Stanton's negative image. The problem is particularly acute in areas adjoining light industrial uses. Commercial uses are evident in some residential zones and illegal, front-loading parking is seen in both M-1 and R-2B zones. To address these problems, the City has established an active code enforcement program.

Stanton has two code enforcement officers which, in the opinion of city staff, is enough to cover the city. The City passed a Property Maintenance Ordinance on April 10, 1990 which sets forth the procedures to abate improperly maintained properties and public nuisances. The City is also an active participant in the Housing and Community Development Housing Rehabilitation Block Grant Program administered by the county. Low interest loans and grants are given to property owners for improvements related to the Housing Code. Currently, there are large waiting lists for available block grant funds.

The City of Stanton may be able to improve and shape its image and community pride by aggressively pursuing the code enforcement program that is already in place. Presently the City will issue citations to land owners in violation of the property maintenance ordinance or the zoning ordinance. If the property owner allows the nuisance condition to persist, the City Council may direct the City Manager or his representative to use the City's or contracted resources to alleviate the violation and charge the property owner for any and all costs associated with the action. In the past, most of the code enforcement activities focused on commercial and industrial violations. The department mostly reacted to complaints rather than taking a more pro-active stance. These efforts have been somewhat successful but less was done about poor conditions that existed in residential neighborhoods. It will be important to monitor the success of the Property Maintenance Ordinance and the housing rehabilitation program in helping residential areas.

Currently code enforcement is one of the responsibilities of the Manager of Community Development. Rather than primarily responding to complaints from citizens, the code enforcement officers patrol the City looking for and documenting code violations. So far this pro-active approach has been an important factor in eliminating code violations. The new approach has caused marked improvements in the neighborhood bounded by Ruthann Ave., Beach Blvd., Chapman Ave. and Santa Rosalia.

Stanton makes use of two code enforcement vehicles. One of these vehicles is clearly marked and therefore enhances visibility to the public. Financial support for code enforcement comes directly out of the City's general fund. In 1990 Stanton City Council approved a budget of approximately \$128,000.00 to code enforcement. In addition to the measures currently taken to ensure compliance, the City may want to consider a program of positive incentives as well.

Interests

Stanton Residents-Owners & Renters

- the impacts could be negative for those violating the land use code but positive for those adjoining these uses. Renters concerns are quality of units and affordability. Affect on property values important.

City Staff/Officials

- desire to enhance City's physical image and investment desirability; expanded program will require increased staff time.

Non-resident Property Owners

- want to ensure continued viability of uses of their property.

City Staff/Residents

- an expanded program will of necessity increase contact between owners and City staff.

Alternatives

1. Status Quo

- maintain the existing code enforcement program

2. Enhance Existing Opportunities

- establish a program of positive reinforcement for compliance with the land use code. Such positive sanctions could include a Certificate of Commendation from the City.
- continue participation in the block grant housing rehabilitation program. This directly complements the Property Maintenance Ordinance and improves residential areas which have not received the code enforcement attention given to commercial areas.

3. Active Development Program

- initiate a public/private sector promotional campaign targeted at compliance with land use code. The program would be initiated by the City Council but its success will also depend on volunteer participation of residents.

- continue existing code enforcement program but expand scope to include those areas needing special attention. Provide all City employees with Request for Service form to document land use complaints and to insure quick response. To build rapport between city staff and community, it is often better to respond to complaints rather than to go looking for them.

Implications

1. Promotional Campaign - would involve creative thinking and perhaps an outside public relations consultant. It would involve publicity and visible symbols such as bumper stickers and posters. Outcome would be more compliance, improved awareness of the problem, and a safer and more attractive city.
2. Positive Sanctions - involves devising method of recognizing and commending owners/residents for compliance. Outcome is greater rapport between city staff and residents.
3. Expand existing program - may require additional funding.

Linkages

- to land use, housing, and safety elements of the General Plan
- to city's Property Maintenance Ordinance
- to city's General Fund budget
- to Block Grant Housing Rehabilitation Program

Recommendations

Goal Statement

- To preserve safe, harmonious and attractive residential neighborhoods.

Implementing Actions

- continue but expand existing code enforcement program to include Request for Service forms to handle specific complaints and Certificates of Commendation from the City for compliance and improvements to property.
- continue participation in the Housing and Community Development Block Grant Housing Rehabilitation Program.
- initiate a neighborhood "self-help" improvement program

Goal Statements

- Improve the City's image.
- Evaluate additional code provisions, promote strict code enforcement and provide manpower for its enforcement.

Implementing Actions

- initiate a promotional, public relations campaign focusing on compliance with land use code and neighborhood improvement.
- actively enforce Property Maintenance Ordinance
- continue and expand existing code enforcement program.

2.13 DEVELOPMENT FEES

Issue Statement

How can the City ensure a legal foundation within the General Plan to charge development impact fees?

Definition

Development or impact fees are single payments required to be made by builders or developers at the time of development approval and calculated to be the proportionate share of the cost of providing facilities to that development. The idea is that new development can be asked to pay its share for facilities needed both inside and outside the development. The legal question rests on how fairly the city imposes such fees.

Background

The City currently does not have a comprehensive development fee program in place, although it has expressed an interest in establishing one. Such an exaction program could help fund parks, storm drains and street and intersection improvements. The city does have a \$250 sewer connection fee.

Recent court decisions and California state planning law have more carefully defined permissible development fees. The legal issues revolve around how far a city can go in imposing conditions on new development. In general, a city must be furthering a legitimate government purpose (as part of its police power described in Article XI, section 7 of the California State Constitution), and its conditions or fees must be reasonable and related to the burden created (proper nexus).

Therefore, to be on firm legal footing and to avoid inverse condemnation suits, cities need to carefully explain the purpose, amount and use of development fees. The landmark case - Nollan v. Calif. Coastal Commission (1987) - stated that regulation of property, not just physical invasion, can constitute a taking if it is determined to be excessive. Thus, just compensation would be required.

Under current California law, conditional development fees cannot exceed the reasonable cost of providing the service or facility for which the fee was imposed. Cities must also determine reasonable amounts and proper accounting for fees. Assembly Bill 1600 (Govt. Code Section 66000-66003) requires that any city which establishes a fee as a condition of approval of a development project shall:

- identify the purpose of the fee;
- identify how and where the fee will be used (area of benefit);
- determine how there is a reasonable relationship between the fee's use and the type of development ("type nexus");
- determine how there is a reasonable relationship between the need for public facility and the type of development project on which the fee is imposed ("burden created nexus").

The justification for a development fee program needs to be described as goal and policy statements within applicable areas of the General Plan such as the land use, economic development, and recreation elements. In addition, the fee program needs to be tied into the City's Capital Improvement Program which identifies all public facility improvements under the City's control, including those applicable to new development. Finally, the City would need to pass an implementing development fee ordinance clearly establishing the basis, provisions and criteria of such a program.

Some communities build impact fees into subdivision approvals. However, since the City is built out and there will be few subdivisions approved, it is advisable to establish a separate impact fee implementing ordinance setting forth the criteria for a comprehensive program. Development impact fees could be exacted for parks, infrastructure, affordable housing or other legitimate need identified by the City. Although most cities enact separate ordinances for different fees, there is no reason why the City could not pass one comprehensive ordinance covering fees for various public services.

Another option for the City to help finance public improvements is the use of development agreements. Development agreements are contracts between the City and a developer which grant vested rights to develop a project regardless of later changes which would have otherwise prevented completion of the project. In return for granting developers this assurance, cities often make extraordinary exactions for the public's benefit. By entering into a contract compelling the developer to make various improvements, cities can avoid potential legal challenges as well as finance new facilities. This approach works especially well in communities where there is high growth, lots of undeveloped land, or where there are major land use changes. This is because in these circumstances, developers need assurances that they will be able to complete their projects. Nothing in the state planning law, however, compels developers to enter into these agreements and, for them to be successful in the City, there would have to be significant development incentives.

Interests

City Officials

- They desire to comply with statutory requirements for development fees. An efficient and equitable development fee program can benefit city's fiscal resources without discouraging new development.

Residents/Business/Industry

- Their benefit will be improved public services and facilities funded, in part, through development fees.

Developers

- They need a clearly-stated and reasonable fee program to predict their costs. They must be assured that they are being asked to take on a fair burden - one that is directly related to their development's impact.

Alternatives

1. Status Quo

- Do not establish a development fee ordinance

2. Active Development Program

- Establish General Plan policy on development impact fees within the land use, economic development, and housing elements. This process would be part of the General Plan update and would be implemented through appropriate ordinance(s) and tied to the City's Capital Improvement Program and Annual Budget.
- Enact a comprehensive development fee ordinance establishing the legal basis, provisions and administration of the program.
- Enact separate development fee ordinances for each specific need area; for example, a fee program for parks would be enacted as well as one for infrastructure improvements.
- Adopt as City policy the use of development agreements as a way to help finance public improvements and provide assurances to developers of project completions.

Implications

1. Involves establishing General Plan policy regarding development impact fees as well as drafting and adopting one or more impact fee ordinances.
2. This effort requires that the City determine how much impact is created by new development, where that impact occurs and how to quantify the impact.
3. City will have to draft its implementing ordinance in such a way that the legal questions of "nexus" are clearly resolved.
4. Development agreements are often used to provide public benefits over and above those already available through the project approval process. However, provision of these extra benefits may be a disincentive to some developers in the City. Therefore, such agreements may be used selectively on certain key projects where there is strong developer interest.

Linkages

- Land use, economic development, public services/facilities, and recreation elements of the General Plan.
- The City's Capital Improvement Program.
- The City's Annual Budget.

Recommendations

Goal Statement

- Provide adequate public facilities in the City to meet projected growth.

Implementing Action

- complete an assessment of the City's needs for financing public facilities and capital improvements.
- establish areas of benefit for certain documented facility improvement needs.
- establish an impact fee ordinance to require developer fees for street, flood control, sewerage, water, and parks required by new development, redevelopment or intensification of existing development.

Goal Statements

- Ensure that the City has adequate fiscal resources to provide needed public services and facilities.

Implementing Actions

- conduct an economic development program that stimulates new development and redevelopment with sufficient value to generate fees adequate to fund needed improvements.
- provide for development agreements to augment development impact fee ordinance requirements where it is of mutual benefit to the City and the developer.
- provide for flexibility in the interpretation of land use designations in order to achieve maximum value, quality and infrastructure improvement in development projects.

2.14 PARKS

Issue Statement

What park standards are appropriate in the City? What combination of land acquisition and fees is appropriate as a part of a park program?

Definition

Park standards are generally established through an acreage requirement per 1000 residents. The Subdivision Map Act and the Quimby Act (Section 66477 of the Government Code) relating to parkland dedication sets a criteria of 3 acres per 1000 people although the generally accepted park acreage per citizen ratio is 5 acres per 1000. If a city's general plan contains policies and standards for park and recreation facilities, the city may by ordinance impose on residential subdivisions a parkland dedication requirement or in-lieu fees.

Background

By either standard, Stanton has serious deficiencies in total park acreage for its citizens. With a population of over 30,500 and approximately 24 acres of existing parks, Stanton has only .8 acres of parks per 1000 citizens. In addition, since the city is built out, there is almost no available vacant land with which to provide additional acreage. In fact, the city has had to creatively use existing open space by leasing utilities easements for its two largest parks.

Stanton currently has four parks - Stanton, Hollenbeck, Victor Zuniga, and Premier Parks - as well as municipal tennis courts, a sports facility, a neighborhood center and a Recreation/Cultural Center. The city currently does not have a park acquisition plan and is currently focusing its energy on maintaining existing parks. The Department of Parks and Recreation has secured grant money from the State for the new civic center complex.

Interests

Residents

- desire for more recreational opportunities.

City officials: Recreation and Leisure Service Department

- desire to increase recreational amenities for Stanton residents.

Alternatives

1. Status Quo

- Do not adopt a parks ordinance due to lack of available open space for parks.

2. Enhance Existing Opportunities

- City should consider the feasibility of using the Pacific/Electric corridor for either active or passive recreational uses.
- City needs to establish clear policy regarding park provision standards and goals.
- In terms of land acquisition for additional parks, the City would need to decide between "pocket parks" or larger parcels.
- The city can house additional recreation needs in the Civic Center or as part of the City Hall in one main facility.

3. Active Development Program

- City could adopt a park dedication/in-lieu fee ordinance. This would replace the existing dedications required by City as part of the Subdivision Map Act.
- City could establish as a maximum priority the acquisition of additional parkland using funds collected from parkland dedication fees and additional sources and placed in an interest-bearing trust fund.
- City could float a tax exempt bond to fund acquisition and capital improvements for new park(s).
- City could condition approval of large scale residential development on the provision of on-site recreational facilities.
- City could continue to apply for park grants from the State Department of Parks and Recreation. These grants are available on a per-capita and competitive basis and the recent passage of Proposition 70 has increased funding levels.
- Adopt a park ordinance enabling developer fees pursuant to AB-1600

Implications

- A park fee program is adopted by ordinance by the City Council.

- Policy of acquiring additional parkland would impact city's fiscal resources using funds from a number of sources including the City's general fund, Capital Improvement Budget, park dedication fees, and even redevelopment tax increment monies. However, if funds came from Park Trust Fund, then there would be little impact on rest of City budget.
- A bond issue requires 2/3 voter approval and such measures have traditionally been voted down in Orange County. This option would raise the largest amount of money without depleting the City's General Fund. Since Stanton is so "park deficient", a park bond should be considered.
- Requiring on-site recreation facilities on large residential projects would require amending PD and PUD zones or City Council policy resolution.
- Based on adopted park policy, City would have to identify priorities for expending park in-lieu fees.
- If the City applies for more State grants, it will need to have already designated candidate sites for new parks.

Linkages

- Policies and programs would be part of revised Parks & Recreation Element of the General Plan.
- Park Plan would be linked to City's Capital Improvement Budget.
- Linked to adoption of park ordinance.

Recommendations

Goal Statements

- To maintain the City's inventory of public parks and open space and to provide for needed improvements to facilities and programs.
- Expand the City's total park acreage and recreational opportunities

Implementing Actions

- adopt by ordinance a park dedication/in-lieu fee program.
- create a park acquisition trust fund from exaction fees, state grants, and other sources
- select candidate park sites or criteria for their selection
- amend park acreage standards to conform to Quimby Act provisions

2.15 CONGESTION MANAGEMENT

Issue Statement

What effect will the passage of Propositions 111 and 108 have on the City of Stanton?

Definition

Proposition 108 and Proposition 111 (titled "The Traffic Congestion Relief and Spending Limitation Act of 1990 and formerly known as SCA 1) which passed on the June 1990 ballot, contains three elements:

1. Revise the spending limit calculations for local government and the state. The revisions will allow the City's appropriations limit to be adjusted annually at a rate to keep pace with the economic growth in your city.
2. Allow for increases in vehicle fuel taxes and truck weight fees to fund Caltrans, county and city transportation improvements. These new funds, which come from increases in the gas and diesel tax and commercial vehicle weight fees, would be exempt from state and local appropriations limits.
3. Revise the school funding initiative passed in 1988 to balance the state's educational needs with the needs of other state services.

Background

As a condition to receive state subvention funds, a Congestion Management Program (CMP) will be required in every county with an urbanized area of 50,000 citizens or more. The CMP is a legislative requirement for local governments to measure and mitigate the impacts of land use decisions on the regional and arterial transportation system. The "carrot" is new revenues which would be available to eligible counties from the passage of Proposition 111. Proposition 111 would raise \$18.5 billion over the next ten years for transportation purposes through a phased increase in the state diesel and gas tax.

In preparation of this program, a local technical advisory committee of government, builder and interest group representatives was established earlier this year to develop a consensus strategy, work program and implementation plan for Orange County's congestion management program. A policy task force for Orange County's CMP work efforts has been established, comprised of the County Board of Supervisors and ten city council members. Two city council members were selected from each supervisorial district to insure appropriate representation throughout the county, as indicated in Attachment One. The policy task force is responsible for providing direction on policy and intergovernmental issues/decisions associated with the CMP work efforts.

Interests

The following have been identified as having significant interests and concerns about the Congestion Management Program:

City Officials

- desire to comply with legislative requirements in a cost-effective manner.

General Public

- desire an increased level of service (LOS) on local and regional roadways.

County-wide Congestion Management Program Technical and Policy Advisory Committees

- desire to formulate an effective work program and implementation strategy for Orange County's Congestion Management Program.

County, Regional and State Transportation Agencies

- will be required to respond to CMP requirements.

Development Industry

- may be required to have projects assessed in ways which are compatible with CMP requirements.

Alternatives

- Compliance.
- Non-compliance.

Implications

- **Spending Limit:** Currently, cities adjust their spending limit based on the change in the cost-of-living only. Now that Proposition 111 is passed, cities will adjust their "Gann Limit," or spending limit, by either 1) the change in California's per capita personal income or 2) the percentage change of growth in total assessed value due to non-residential construction. Senate Bill 88 (which would implement Prop. 111) allows for one of two methods to change the limit based on population increases: either 1) changes in population in the city, or 2) the percentage increase in population for the entire county. Prop. 111 would exclude from the spending limit any appropriations for certain capital expenses, defined as land, capital improvements or equipment that exceed \$100,000 and have a life expectancy of ten years or more. Changes in calculations would begin with the 1986/1987 fiscal year and are effective for fiscal years following the date of approval by the electors: July 1, 1990.

- Transportation: In conjunction with Prop. 108, Prop 111 will provide 18.5 billion over the next ten year to do the following:
 - Funding the 1988 State Transportation Improvement Program shortfall. \$3.5 billion.
 - Subvention to cities and counties. Half the fund is for cities and half for counties. Cities will have to maintain current road improvement funding levels and develop a Congestion Management Plan in order to receive funds. \$3 billion.
 - Flexible Congestion Relief Program. Highways, local roads and transit guideway projects are eligible for funds under this program. Funds would be spent on the most cost-effective project to reduce congestion. \$3 billion.
 - State-local transportation partnership program. The money in this fund can be used for highway, local road or transit guideway projects, and must be matched with local funds. \$2 billion.
 - Intercity rail, commuter rail and urban rail transit. With the passage of Prop. 108, this amount will be used for mass transit guideways, on specified rail corridors. \$3 billion.
 - Inter-regional roads. Specified for state highway routes outside urban areas. \$1.25 billion.
 - Traffic System Management. \$1 billion.
 - Environmental enhancement and mitigation, Transit Operation and/or capital, retrofit sound walls and maintenance and rehabilitation state highways. \$1.75 billion.
 - A congestion management plan would be required in Orange County. The CMP would be prepared by a public agency designated by the county board of supervisors and a majority of cities representing a majority of the incorporated population in the county. The CMP would be prepared in cooperation with regional transportation planning agencies, Caltrans, air pollution districts and other local governments. The agency responsible for developing the CMP would monitor implementation of the CMP by cities and counties and could recommend that the new gas tax subventions for local entities be withheld if cities are not in compliance.
- Schools: Prop. 98, approved by voters in 1988, guaranteed K-14 schools would receive a share of the state general fund and would determine what portion of the state's annual surplus, if any, would go to schools. Prop. 111 provides that 50 percent of any state surplus over the state's spending limit will go to schools, but this amount will not become a part of the school's base funding. The remainder of any surplus would be returned to the taxpayers.

Linkages

- May impact the circulation element of the general plan, although AB 1791, an amendment to the Program, would allow a jurisdiction's congestion management program to be distinct from the general plan.
- Impacts the City's budget; transportation modeling will be required along segments of the regionally significant transportation network (to be defined).
- SCAG's plans may or may not be in conformance with the CMP.
- Impacts how the city will manage growth.

Recommendations

Await the findings of the Orange County Congestion Management Program Technical and Policy Advisory Committees, and establish or develop programs accordingly.

NOTE: During the course of the General Plan Update, recommendations from the Congestion Management Program were completed and have been acted upon by the City of Stanton. This included adoption by the City of a TDM Ordinance based on the Model Ordinance distributed under auspices of the Congestion Management Program. Moreover, the Regional Coordination Element contains goals, strategies and actions which comply not only with the Congestion Management Program, but the Air Quality Management Plan and Measure M as well. This is significant because of the ways in which these plans and programs overlap.

2.16 PLANNING FOR AIR QUALITY MANAGEMENT

Issue Statements

What are the local planning implications of the AQMP? How will the City respond to AQMP implementation measures?

Definition

The Regional Air Quality Management Plan is part of an integrated package that provides a blueprint for the way toward improving the region's transportation mobility, its patterns of growth, and its air quality.

Background

The Air Quality Management Plan was adopted March 17, 1989 by the Governing Board of South Coast Air Quality Management District (SCAQMD) and the Executive Committee of the Southern California Association of Governments (SCAG). Control measures are to be adopted by local governments, starting the first year with those measures involving the local government as an employer and contractor. Local governments must adopt an air quality element or its equivalent in their General Plans by January 1, 1991 (proposed to be changed to January 1, 1992). During the second and third year local governments are to revise local zoning and business license and trip reduction policies and, as necessary, intergovernmental agreements are to be entered into. SCAG will review local governments' collective performance annually and, at the end of four years. The statewide California Clean Air Act of 1988 requires an annual five percent reduction of emissions. Specific policy is to achieve attainment of all state and federal health standards for air quality by the year 2007. The House of Representatives and the Senate passed separate versions of the 1990 Clean Air Act this year. Currently, the bills are headed for a House-Senate conference to reconcile the differences.

Local governments are encouraged to require mitigation from developers of projects that worsen the jobs/housing balance within the subregion. Two subregions exist in Orange County: the northwest and southeast subregions. Jobs/housing balance as a policy input into the Air Quality Management Plan (via the Growth Management Plan) is a contested issue. The complexities of defining, improving and monitoring jobs/housing balance will probably result in the omission of the subregional performance targets in the 1991 AQMP. However, its *de facto* implementation is occurring through the conformity review process. Through conformity review, SCAG and the District assess regionally significant projects to determine their consistency with the jobs and housing targets developed in the growth management plan.

The status of the AQMP is in limbo until action is taken on the Federal Implementation Plan (FIP) in the fall of 1990. Additionally, the District is moving ahead with an indirect source rule which would further define local implementation of the AQMP. A City-County Coordination Ad Hoc Committee on Implementation of the Air Quality Management Plan has been formed to effectively make sense of the air quality planning requirements and their relationship to other regional plans and programs.

NOTE: During the course of the General Plan Update, recommendations from the Congestion Management Program were completed and have been acted upon by the City of Stanton. This included adoption by the City of a TDM Ordinance based on the Model Ordinance distributed under auspices of the Congestion Management Program. Moreover, the Regional Coordination Element contains goals, strategies and actions which comply not only with the Congestion Management Program, but the Air Quality Management Plan and Measure M as well. This is significant because of the ways in which these plans and programs overlap.

Interests

- Stanton Populace
- City Staff
- Regional Bodies
- Northwest Orange County Cities

Alternatives

1. Status Quo

- Until the District and SCAG, or by default, EPA, have agreed to the specific steps to be taken by local government, Stanton adopts a wait-and-see stance.

2. Enhance Existing Conditions

- Review and assess the relevance of those TIER I control measures which apply to Stanton as an employer, a contractor and as a local governmental body. Adopt implementing actions as is appropriate.

3. Active Program Development

- Review and assess the relevance of Tier I control measures and adopt implementing actions as is appropriate. Work with the county and other subregional and regional bodies to achieve emissions reductions. Integrate air quality planning with other regional plans and programs, especially growth management plans and congestion management plans. Provide goals and actions in the general plan to guide the city in the achievement of regional air quality goals.

Implications

Although full implementation of the plans is to occur over a 20 year period, results must be shown in the first five years. Under the conditions of the California Air Resources Board (CARB) approval of the AQMP, semi-annual reports "which indicate in detail, the progress made in obtaining legally enforceable commitments and in developing the [Local Governments Tier 1] measures" must be submitted to the CARB. Responsibility for implementation of the AQMP rests on the CARB, the SCAQMD, SCAG and local governments. If local governments do not make reasonable progress in implementing control

measures for which they are responsible, the SCAQMD may have the legal authority to assume some of these responsibilities. The following measures, where applicable, currently call for local government action prior to the January 1, 1991 date for adoption of an air quality element¹:

- 1.a Alternate Work Weeks
- 2.c Vanpool Purchase Incentives
- 2.g Transit Improvements
- 4 Traffic Flow Improvements
- 5 Nonrecurrent Congestion
- 15 Electric Vehicles
- G-4 Clean Fuels in New Fleet Vehicles
- 12.a Paved Roads
- 18.a Local Government Energy Conservation
- 18.c Pricing, Tax, and Subsidy Incentives
- D-4 Emissions from Swimming Pool Heating
- D-5 Emissions from Residential and Commercial Water-Heating
- 18.b Waste Recycling

With the exception of the two IV-A measures, D-4 and D-5, developed by SCAQMD, and measure 18.c, these are measures that call for local government to act in its capacity as an employer and contractor.

The role of an air quality element in the remaining measures is to adopt enabling language, policy guidance, in the local general plan for implementation programs. Local governments can adopt alternative strategies to achieve air quality objectives. In certain of these measures local government is presented with a number of options or siting decisions that would meet the requirements of the measure (especially true for Parking Management (2.b) and Auto Use Restrictions (2.e)).

Stanton's non-compliance with the requirements of the AQMP could result in the District or EPA preempting local control and implementing the measures or other control programs. Additionally, non-compliance could reduce the ability of the region to meet its air quality goals. It is in Stanton's best interest, as well as the rest of the region's best interest, to strive for better air quality. Inversely, compliance with the Plan could create an administrative quagmire for Stanton, with its staff and budgetary constraints. Additionally, instituting some of the measures may result in attendant social and/or economic impacts.

Participating in regional and subregional forums to address air quality and interrelated regional plans is an excellent opportunity for a small city like Stanton to influence the ultimate direction the District and the County eventually take. Full participation in a coordinative process entails staff time, however staff time spent in forever "catching up" to a moving target and forging an individual path may prove to be more expensive to the City in the long run.

¹ The draft 1991 AQMP amendment, distributed on July 5, 1990 to local government, indicates that many of the control measure implementation dates are proposed to be pushed back, including the 1991 deadline for adoption of an air quality element.

Linkages

- Economic Development (Jobs/Housing Balance)
- Land Use
- Circulation

Recommendations

Specific commitments to discreet programs in the AQMP may be premature at this time as related programs, events and updates take shape. To achieve the greatest efficiency of time, money and energy, efforts should be directed towards integrating air quality planning with other regional/subregional plans and cooperating on a scale commensurate with the air quality problem.

Goal Statement

1. Achieve state and federal air quality standards within the schedule established in the South Coast Air Quality Plan (AQMP).
2. Effectively coordinate air quality improvement strategies with regional bodies, the County of Orange and neighboring cities and integrate air quality planning with related functional plans.

Implementing Actions

1. Participate with the county and other subregional bodies to establish a coordinated approach to air quality planning.
2. Participate with the county and other subregional bodies to establish a coordinative process for relating parallel actions undertaken as a part of other regional or countywide plans like the Congestion Management Plan.

Goal Statement

1. Reduce vehicle miles traveled (VMT) and vehicle trips (VT) through achievement of a diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.
2. Create a pattern of land uses which can be efficiently served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.
3. Reduce particulate emissions from the construction and operation of roads and buildings.
4. Reduce emissions through reduced energy consumption.

Implementing Actions

1. Review and assess AQMP control measures for their relevancy to the City by the target dates stipulated in the Plan.
2. Adopt those AQMP control measures which are appropriate to the City by administrative action, by coordination/cooperation with other jurisdictions or by ordinance.
3. Develop and adopt an agreement among neighboring jurisdictions as to agreed upon approaches to improving the jobs/housing relationship.
4. Investigate other strategies to reduce air pollution including institutionalizing market-based incentives/disincentives, supporting legislation and cooperating with the District and SCAG to develop appropriate regional solutions.

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Chapter Three

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

3.1 COMMUNITY DEVELOPMENT

This section addresses what may be considered as environmental constraints to development in Stanton. Potential significant constraints include: geology and physical geography, existing and proposed land use, aesthetic considerations, and socioeconomic factors such as population, housing, and employment opportunities. These factors play an important role in determining where development could best occur and what limitations are likely to be imposed on new development.

3.1.1 Land Use

Environmental Setting

The City of Stanton consists of approximately three square miles located in Central Orange County. Incorporated in 1956, it has a current population of approximately 30,500. It is bordered by the cities of Anaheim, Cypress, and Garden Grove and by an unincorporated part of the County.

Although Stanton does not have any freeway frontage, two major arterial highways—Beach Boulevard and Katella Avenue—intersect within the City limits. For countywide congestion management purposes, proposed improvements of these highways in the Superstreet Program are regionally significant as part of the County circulation system. The closest freeway to Stanton is the Garden Grove (22), about one-quarter mile south of the city.

Land Use Trends

Stanton is a built out community with a relatively high concentration of apartments and mobile home parks. Commercial development is largely concentrated along major thoroughfares, especially Beach Boulevard. Approximately 43 percent of the City's total acreage (843 acres, excluding residential street acreage) is devoted to residential, 14 percent to light industrial uses, and 10 percent to commercial uses.

The remaining 33 percent of the land is used for residential and major streets, right-of-way, public/institutional, and open spaces. Stanton is fairly densely populated with the majority of the City's dwelling units being multi-family units.

Stanton's various land uses are mixed in condition. The most prevalent problems occur in light industry zones due to small industrial lot sizes, an inappropriate tenant mix and non-conforming residential uses.

Stanton's existing housing stock consists of about 26 percent single-family homes, 59 percent multi-family units, 13 percent mobile home coaches, and 2 percent retirement group units. About half of the dwelling units were constructed before 1970, and by 1990, almost 65 percent will be more than 20 years old. The City is already an active participant in the County's housing rehabilitation block grant program, and these statistics indicate that rehabilitation needs will grow greatly over time.

Commercially, Stanton has a small economic base consisting of a limited retail mix, fragmented industrial and office space, and a limited hotel/motel market. The current jobs/housing ratio for the City is 0.75 which is 51 percent lower than the county average. There is very little vacant land available for significant commercial or office/industrial development in the City.

Summary of Community Development Issues

Following is a brief description of major land use issues that are applicable to the City of Stanton. They have been identified by City and consultant analyses and provide background for the land use plan and issues which follow.

Vision — As it updates its General Plan, Stanton has the opportunity to achieve its motto: "Community Pride and Forward Vision." The goals, policies and programs described in the new General Plan will provide the blueprint for change.

The Stanton General Plan outlines three alternative scenarios in the analysis of its "Vision" for the future: 1) minor change—"Stanton Status Quo"; 2) positive change—"Stanton Efficient"; and 3) vital center—"Stanton Transformed". These three levels of commitment to change provide the framework for the goals and recommendations in this General Plan and drive many of land use policies set forth in this document. Through a variety of public forums and Planning Commission/City Council work sessions, the City of Stanton has chosen a proactive commitment to change, deciding either to enhance existing opportunities or to adopt an active development program.

Analysis of the distribution of land use indicates that the City of Stanton would benefit from more efficient commercial and industrial uses. Residents have consistently expressed the desire for more locally generated jobs and shopping opportunities. Problems occur also at the interface of residential and light industrial uses. Within an M-1 zoned area, for example, there are existing, non-conforming residential uses. Apart from potential safety problems, the quality and appearance of the housing suffers from the spillover uses of the industrial zone.

In terms of intensity and density of land uses, residential areas and commercial/industrial areas have opposite problems. Although the City desires to preserve single-family homes, there is already a high proportion (59 percent of the total residential uses) of multi-family housing. Always a contentious issue,

allowing higher densities might allow the City to exact design amenities, but at the same time add to an already dense urban fabric. Industrial and commercial areas, on the other hand, are not functioning at their full potential. Small lot sizes in light industrial and some commercial areas appear to limit efficiency.

Image — Stanton has consistently suffered from a two-fold image problem. The first is a lack of identity. Being a small city wedged between several large cities makes Stanton hard to locate for many people. Not having a major attraction or even a consistent zip code have also contributed to Stanton's limited identity. The second image problem is related to the physical characteristics of the City itself. Stanton does not have a well-defined visual image. Aesthetics considerations will be addressed in further detail in Section 3.1.2, Aesthetics.

Land Use Categories — Ideally, every city establishes General Plan land use categories that best meet its needs and goals. Stanton's 1980 General Plan designates 12 land uses, including four residential areas, four commercial areas, an industrial area, a civic center, schools and buffer zones. The four commercial designations include general, highway, neighborhood and community shopping commercial. A "Planned Development" (PD) land use category was added as a General Plan Amendment in 1989. A key question was how to simplify the commercial land use categories and, at the same time, provide specific direction to the City.

Lot Consolidation - The M-1 zone east of Beach Boulevard and south of Cerritos Avenue contains many small lots which limit efficient land use. Although the zoning calls for minimum lot sizes of 6,500 square feet, many of the lots are only 50' by 100'. Although the city recognizes the important role of small business in the local economy, these small lots are often underutilized and confined to such uses as storage, auto repair and servicing. The jumbled configuration of lots and uses gives the area a blighted look and many of the industrial uses spill over into the adjoining residential zone.

Redevelopment - Stanton adopted their Redevelopment Plan on December 13, 1983. The project boundaries center mostly along Beach Boulevard and contain mostly general commercial and some light industrial zones. Efforts to expand the redevelopment project area to the light industrial area east of Beach Boulevard met with great resident opposition.

It has been the policy of the Stanton City Council and Redevelopment Agency to promote redevelopment in the community on an "optional participation" basis. Consequently, the agency has not used its eminent domain powers. Instead, the agency has used several inducements to cause owners to sell and to attract investment, such as "land write downs" and passing along its tax increments to retailers. Currently, most existing redevelopment funds are being targeted towards the planned Civic Center complex. The Agency also recently assisted in financing a 335-unit senior citizen project and a 102,000 square foot retail commercial facility project in Stanton.

Redevelopment is in Stanton's future. Also, there is a surplus of shop space and the Agency is seeking ways to attract new commercial uses to fill the vacancies. The redevelopment process has seen some success, especially along the southern portion of Beach Boulevard, and the agency needs to map out a strategy for improving other areas to the north. In addition, the effects of the "Superstreet" program may necessitate a more aggressive posture by the Redevelopment Agency regarding lot assembly and consolidation.

Residential Densities - The maximum allowable number of residential dwelling units per acre is often a contentious issue, and the City of Stanton is no exception. High densities can have positive and negative impacts. On the plus side, higher densities can push up land values sufficiently to attract high quality development; on the minus side, higher densities can burden public facilities and services.

Currently, there is an inconsistency between the General Plan and the Zoning Code. The former allows a maximum of 24 dwelling units per acre and the latter permits 18 dwelling units. Preservation of a sizable ratio of single family homes to apartments has been a long-standing City goal.

The maximum density that is currently allowed under the zoning code may not be sufficient to attract the kinds of development that would be most beneficial to the City. Several surrounding communities have residential designation allowing 24 dwelling units per acre or more. It should be noted that in some cases these higher densities can only be achieved through density bonuses which are given to projects on larger parcels or with special design amenities such as landscaping, improved access, or recreation facilities. This two-tiered density provision is the preferred City policy. Higher densities would only be allowed for outstanding project design.

Code Enforcement - The City of Stanton has had a long-standing situation of poor property maintenance. The condition is particularly acute in and around light industrial zones as well as in some residential neighborhoods. To address these concerns, the City established an active Code Enforcement Program as well as adopting a Property Maintenance Ordinance in 1989. In addition, the City participates in the County's Housing Rehabilitation Block Grant Program to improve property maintenance.

Stanton currently has two code enforcement officers who patrol the City to document code violations under the direction of the Manager of Community Development. The City will issue citations to landowners in violation of the Property Maintenance Ordinance and, if necessary, alleviate the violation and bill the property owners responsible.

Development Impact Fees - A development or impact fee is a one- time up-front payment by the developer of a new project used to finance public infrastructure and facilities needs created by the new development. Stanton currently does not have a comprehensive development fee program in place to fund storm drains, sewers, street maintenance and parks, but there is clearly a fiscal shortfall in providing public infrastructure.

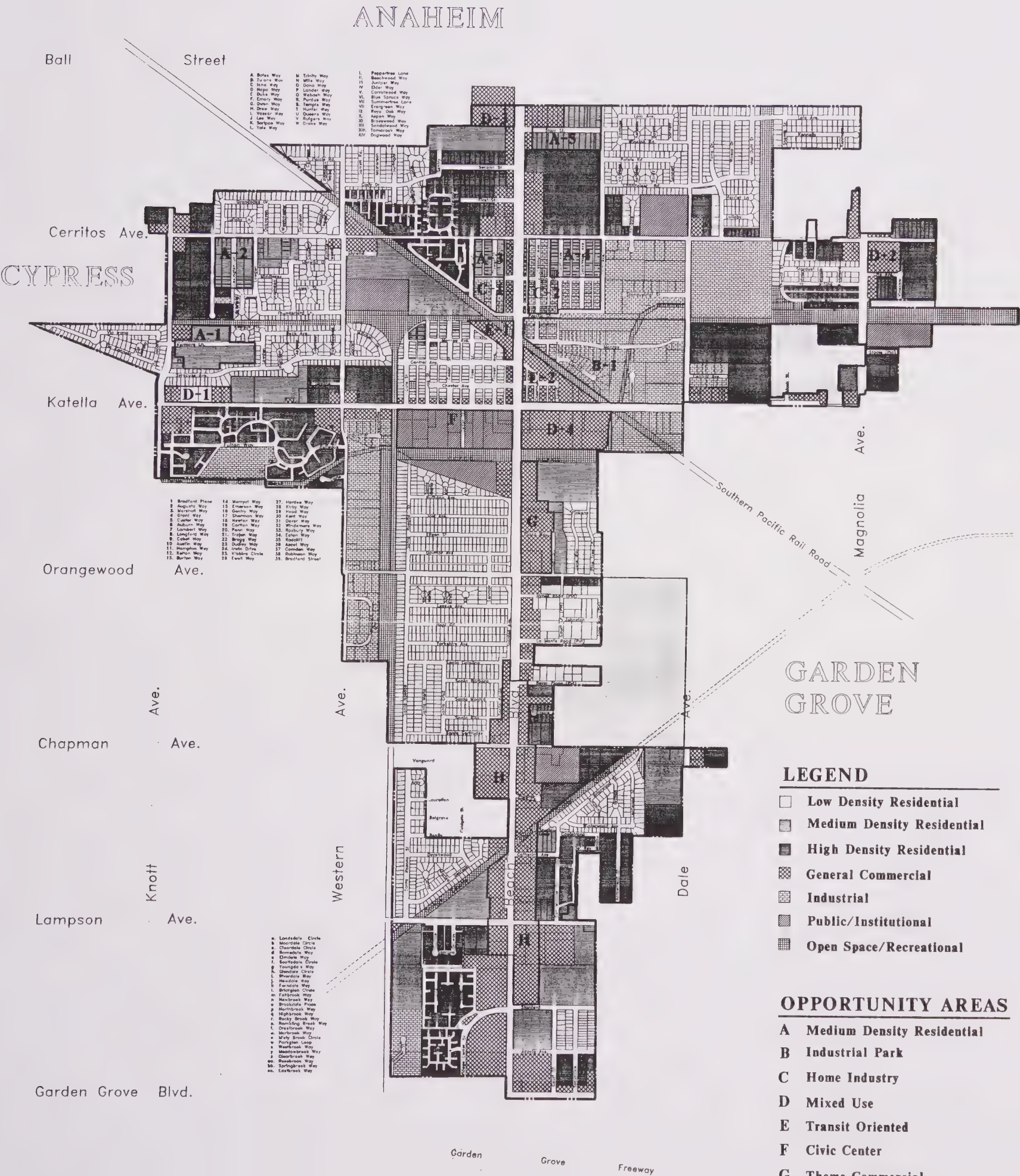
The legal issues revolve around how far a city can go in imposing conditions or fees on new development. In general, a city must be furthering a legitimate public purpose and its conditions or fees must be responsible and related to the burden created by the new development.

Environmental Impacts

Land Use Distribution

The Preferred Alternative would change land uses in the City at buildout. The proposed land uses under the Preferred Alternative are presented visually in Figure 3. Table 4 shows the existing acreage of land uses, the land use allocations proposed with the Preferred Alternative, and the amount, and percent difference to buildout. The City seeks a more effective balance of residential commercial and industrial uses. The Preferred Alternative identifies goals, strategies, and actions to achieve that balance.

LAND USE DIAGRAM



GEOGRAPHIC INFORMATION SYSTEMS
1500 DOW STREET, SUITE ONE HUNDRED
NEWPORT BEACH, CA 92660 (714) 851-1444

Map is a reproduction of the original map. The original map is the property of the City of Stanton. The City of Stanton is not responsible for any errors or omissions in this map.

0' 600' 1200' 1800'



THE PLANNING CENTER

TABLE 4
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
CHANGE IN LAND USES WITH THE PREFERRED ALTERNATIVE AT BUILDOUT

Land Use Designation	Estimated Existing Acres ¹	Existing Land Use (Percent of Total)	Preferred Alternative ² (Estimated Proposed Acres)	Proposed Land Use (Percent of Total)	Change in Acreage, Existing vs. Proposed	Existing vs. Proposed (Percent Difference)
Industrial	269	13.7	210	10.7	-59	21.9
Commercial	196	10.0	232	11.8	+36	18.4
Open Space/Recreational (includes 31 acres of Orange County Flood Control District)	117	6.0	121	6.2	+4	3.4
Public/Institutional ³	59	3.0	70	3.6	+11	18.6
Low Density Residential	408	20.8	379	19.3	-29	7.0
Medium Density Residential ⁴	106	5.4	129	6.6	+23	21.7
High Density Residential ⁵	329	16.8	343	17.5	+14	4.3
Subtotal, Land Use Acreage:	1,484	75.7	1,484	75.7	0	0.0
Right-of-Way, Major (Arterial) Streets	164	8.4	164	8.4	0	0.0
Right-of-Way, SPRR	21	1.1	21	1.1	0	0.0
Subtotal, Right-of-Way Acreage:	185	9.5	185	9.5	0	0.0
Residential Streets ⁶	291	14.8	291	14.8	0	0.0
Total Acreage, City of Stanton:	1,960	100.0	1,960	100.0	0	0.0
¹ Calculated based on GIS figures for land use changes proposed with Preferred Alternative. ² GIS take-off figures revised on 04/22/91. ³ Includes 6.4 acres of residential use in the Civic Center Area. ⁴ Includes 98.6 acres of mobile home park both in existing and proposed. Existing MHP are classified by City as high density, although the actual density of these uses is within the guidelines of Medium Density as defined in the Preferred Alternative. ⁵ Omits 98.6 acres of mobile home park (see footnote #4) and 6.4 acres of high density residential uses in the Civic Center Area, which are classified as Public/Institutional. ⁶ Residential streets calculated as a percent of total land acreage derived from land uses and major right-of-way. Remainder of acreage is considered residential streets.						

With implementation of the Preferred Alternative, non-residential land use changes would include the loss of 59 acres of industrial uses (a 21.9 percent difference from existing industrial uses) and the addition of 36 acres of commercial uses (a 18.4 percent difference from existing commercial uses). However, these differences in total acreage do not accurately show the potential impact of development under the Preferred Alternative. Much of the land currently designated for industrial uses is not being efficiently used, due to small lot sizes, disjointed uses, and an inappropriate tenant mix. Table 5 summarizes the impacts to be considered in each category of land use. Most of the impacts are due to planned change in development intensity assumed by development to capacity FAR compared to the existing situation. Accordingly, the environmental impacts of the Preferred Alternative compare this increase in net development potential (by changes in estimated square footage) rather than a more conventional examination of changes in acreage. Since the City is mainly builtout and much of the existing non-residential land has not been developed to its most efficient use, this approach to assessing the environmental impacts of changes in land use is most appropriate. The Preferred Alternative would capitalize on Super Street and transit options and seeks to capture more of the market demand in commercial and industrial areas.

**TABLE 5
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
IMPACTS¹ FROM CHANGES IN LAND USE
WITH THE PREFERRED ALTERNATIVE AT BUILDOUT
COMPARED TO EXISTING CONDITIONS**

Land Use Designation	Existing DU/Square Footage, Acres ²	Net Impact in DU, Square Footage, Acres	Total Preferred Plan
RESIDENTIAL³			
Low Density Residential	2,650 DUs	309 DUs	2,959 DUs
Medium and High Density Residential	7,729 DUs	1,038 ⁴ DUs	8,767 DUs
Subtotal, Residential:³	10,379 DUs	1,347 DUs	11,726 DUs
NON-RESIDENTIAL			
Industrial	3,515,300 Sq.Ft.	601,108 Sq.Ft.	4,116,400 Sq.Ft.
General Office	1,494,000 Sq.Ft.	1,537,700 Sq.Ft.	3,031,800 Sq.Ft.
Regional Commercial	533,600 Sq.Ft.	350,700 Sq. Ft.	884,300 Sq.Ft.
Community Commercial ⁶	426,900 Sq.Ft.	204,702 Sq.Ft.	631,600 Sq.Ft.
Open Space/Recreational	117 Acres	4 Acres	121 Acres
Public/Institutional ⁵	546,000 Sq.Ft.	134,700 Sq. Ft. ⁵	680,000 Sq.Ft.
1 Impact based on change between existing conditions and the Preferred Alternative at buildout. 2 Change in DUs, change in square footage and acres derived from Tables 4 and 5. 3 Does not include residential units within sphere of influence. Refer to Table 8. 4 Includes 335 Retirement units added by Civic Center. 5 Includes 19,700 Sq.Ft. from Civic Center Area Development of CARC and new City Hall, and 115,000 Sq. Ft. from the commercial center at Civic Center Area. 6 This Table establishes DUs, acres and square footage based on General Plan land use designations. For purposes of calculating impacts on infrastructure, utilities and employment opportunities, the 115,000 square feet of commercial uses located within the Civic Center have been applied to the community commercial land use designation in following analysis. This results in a figure of 319,702 square feet reflected in the Community Commercial category and 19,700 square feet of additional square footage in the Public/Institution category in Tables 9, 20, 21, 22, and 23.			

With the Preferred Alternative, no significant changes would occur in residential land uses. Under the existing land use designations, the City's 10 mobile home parks are classified as high density uses, and only about 7 acres of other medium density residential uses are identified. However, Table 5 includes the existing mobile home parks as medium density uses, because in Stanton the density and characteristics of the mobile home parks are more like the Planned Development designation.

Medium Density Residential Land Use Category. The mobilehome parks are zoned to a maximum of 12 dwelling units per acre, which is at the lowest end of the high-density category, and these uses are reclassified as medium-density residential uses, which is more reflective of density characteristics for this type of dwelling unit. With the Preferred Alternative, the residential land uses are not significantly altered, except that 138 acres of mobile home parks would be reclassified as Medium Density residential land uses, which more accurately reflects the true characteristics of this category of land use. At present there is an estimated 10,379 dwelling units in the City; with the Preferred Alternative, a total of 11,726 units are projected within the City limits. A total of 12,458 units are projected for the Preferred Plan, inclusive of units within the Sphere of Influence. Refer to Tables 7 and 8. The total General Plan residential land use

acreage would be increased from 843 to 851 acres, or 8 acres more than the existing total General Plan residential acreage. A more detailed discussion of impacts on housing is included in the Population/Housing/Employment Section of this chapter, (Section 3.1.3).

The Preferred Alternative would not change any land designated for right-of-way for major (arterial) or residential streets or railroad tracks. There would be only 4 acres added to open space/recreational land uses (which includes the 31 acres of OCFCD flood control right-of-way). Changes in public/institutional are mainly accounted for by development of the Civic Center Area. There would also be an additional 11 acres of land designated for Public/Institutional uses.

The existing General Plan provides for the following land use designations: Buffer, R1, R2B, R3, CR, C1, C2, C3, M1, Specific Plan and Street, Alleys, Arterials, Highways. The Preferred Alternative land use designation categories would consolidate these into seven land use designations designed to be more flexible than the existing land use designations. This would be done through creation of an all-purpose "General Commercial" category and through addition of "Special Opportunity" overlay designations to provide more specific direction. The "Special Opportunity" areas, would identify special development opportunities within the General Plan classification. The Special Opportunity Areas chosen were Industrial Park, Home Industry, Theme Commercial, Transportation Oriented, Civic Center, Commercial Intensification, Mixed Use, and Medium Density Residential. Should the development recommended by the Special Opportunities area overlay not be implemented, development shall be consistent with the base General Plan land use designation.

The changes in land use as planned for the City of Stanton under the Preferred Alternative do not represent a significant change in the spatial distribution of non-residential land use, although there are significant changes in intensity of development potential in these categories. The spatial distribution of residential land use is also not significantly altered. There may, however, be significant environmental impacts due to buildout under the Preferred Alternative due to the changes in development intensity of non-residential uses.

Mitigation Measures

Mitigation measures appropriate to reduce adverse environmental impacts from the change in land use to a level of insignificance whenever possible are identified throughout this document, by topical category (or Section).

3.1.2 Aesthetics

Environmental Setting

The City of Stanton's aesthetic characteristics are partially related to the physical characteristics of the City itself. The existence of two major commercial arterials - Beach Boulevard and Katella Boulevard - create a linear feeling to the City and an impression of the City as a through route. The commercial nature of development along these major arterials, much of it consisting of auto, campershell and trailer sales and related repair uses, and much of it developed over the past twenty-five years, is not considered an aesthetic asset. Many physical structures are in need of repair or maintenance action, there is inconsistency in pavement types and quality, signage varies from site to site, and it does not appear that consistent architectural design or development standards were imposed at the time of development. Building heights vary, although the majority are one and two stories in height. The City lacks unifying urban design elements, such as consistent landscaping, sidewalk treatment, a unified signage system, or street furniture which could help identify City boundaries, and often suffers from discordant land uses.

There is no apparent pattern to the mix of land uses in the City of Stanton, as uses of all types are dispersed throughout the area. the only predominant characteristic is the major arterials and related strip commercial development. Newer projects in the City, such as the Home Club on Beach Boulevard exhibit quality design features and provide a pleasing entry into the City from Garden Grove.

Stanton has not desired an artificially imposed design theme such as "Old West," although it has both a land use code enforcement program and a median improvement district along Beach Boulevard, currently on hold pending impacts of the "Superstreet" Program. The City currently has no design review ordinance for new construction and is considering the placement of entry or gateway identifying signs. The City's sign ordinance allows flexibility in sign type and design, setting maximum sign area at 33 percent of the facial area of the building.

Environmental Impacts

The Preferred Alternative General Plan includes three goals which have the potential to enhance the image of the City. These include: 1) High quality design of new construction throughout Stanton, 2) enhanced community identity for residents, visitors and commuters, and 3) compliance with land use code. The actions planned to implement the strategies to attain those goals include: adopt a design review ordinance and conduct design review, design attractive City statements at major entry points into the City, provide streetscape improvements for major commercial thoroughfare, improve facades and site design on commercial land uses, through a revitalization program. Additional actions call for development of a public information sign program, promotional campaign to enhance the City's image, and review and possibly improve the existing code enforcement program.

The combined impact of all these actions, would enhance the City's image, and would enhance the visual characteristics of both existing and new development. This impact would be positive and beneficial.

Mitigation Measures

There are no significant impacts, and no mitigation measures shall be required.

3.1.3 Population/Housing/Employment

The Southern California Association of Governments has responded to the Notice of Preparation of this EIR for the project, and has determined that the proposed General Plan update is regionally significant. A discussion of regional impacts on growth management, including jobs/housing balance, follows, to address the potential significant impacts on population, housing and employment.

Environmental Setting

Population

Stanton lies within the Southern California region, comprised of the counties of: Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. Regional studies of the region show that between 1950 and 1970, the population doubled in size, and grew at a rate of 5 percent per year. The 1980 Census Record shows that 11.6 million people resided in this region. By January 1988 the population had increased to 13 million residents. The Southern California Association of Governments (SCAG) projects that by 2010, the regional population will have increased to 18.3 million.

SCAG divides the region into sub-regions, to evaluate growth management issues. The City of Stanton is located in the Northwest Orange subregion, which had a 1984 baseline population of 1,425,200. By 1988, the population for the subregion was projected to increase to 1,502,500, and by the year 2010 the population is estimated to be 1,722,500. The increase in population by 297,300 new residents over the 26 year period between 1984-2010 represents a 20.9 percent increase in population. The forecast also predicts that the Northwest Orange subregion will be one of the five subregions projected to show the largest absolute increase in population and employment.

The City of Stanton was incorporated in 1956, when it consisted of just slightly less than one square mile, with a population of 1,500 residents. During the 1960s and 1970s, the City experienced a steady increase in population, not unlike the rest of Orange County. Stanton has since experienced a slow steady rate of growth, adding about 560 new residents each year from 1970 to the present. Current population (1990) is 30,491 residents. Table 6 outlines in the changes in population over the past twenty-one years.

The total population is expected to have increased by about 12,000 persons, or 1.6 times the 1970 population, during the twenty-one year interval between 1970-1991. The U.S. Census Record counted 5,000 Stanton residents aged 55 or older (roughly 21 percent of the population) during the 1980 Census. The 1990 Census collection methods include provisions to take a more accurate count of minorities, including the Hispanic population, who are thought to be undercounted in the 1980 Census, which may account for some of the apparent large average annual increase between 1989-1991. Detailed ethnic breakdown information from the 1990 Census counts are scheduled for publication in 1992.

The area included as the Sphere of Influence is estimated to have about 2,131 persons at present, based on an application of the generation factors to be used for estimating population described in Appendix C.

TABLE 6
CITY OF STANTON, POPULATION GROWTH TRENDS
1970-1991

Interval	Year	Population ¹	Length of Time Interval, in Years	Increase ²	Average Annual Increase ³	% Difference ⁴
1	1970	18,750	Base year			
2	1980	23,723	10	4,973	497	26.5
3	1983	25,388	3	1,665	555	7.0
4	1989	28,353	6	2,965	494	11.7
5	1991	30,491	2	2,138	1,069	7.5
TOTALS:			21	11,741	559	
1	Data source for 1970 and 1980 is the U.S. Census Record. For 1983 and 1989 the data source is the Department of Finance, State of California; data obtained from the City of Stanton Draft Housing Element, 1990. The 1991 estimates are from the City of Stanton Planning Division.					
2	Population added since previous interval.					
3	Increase divided by length of time interval.					
4	Increase is x% of population in previous interval.					

Housing

Between 1970 and 1980, there was a net addition of 870,000 housing units added to the six-county SCAG region. There is significant variability in the amount of the new housing construction on an annual basis, due to economic fluctuations. The regional 1984 baseline estimate was 4,650,400 housing units. By 1988, there were an estimated 5,080,200 dwelling units in the region. The GMP forecasts indicate that by 2010 there will be a total of 7.34 million housing units. This represents a level of growth which is 10 percent higher than the projected percent increase in population between 1988 and 2010.

The Northwest Orange subregion is classified as an "urban" subregion. The subregion had a 1984 baseline estimate of 506,000 dwelling units. By 1988, the number of housing units had increased to about 536,600 units. It is projected that there will be 654,200 housing units in the subregion by the year 2010. This represents an increase of about 148,200 units, or a 29.3 percent increase over the 1984 baseline figures.

The cost of housing in Orange County is very high, and the rate of increase in cost of housing in this area has been much higher than rate of increase in household incomes. Vacancy rate is an important measure of the general health of the housing market in an area. For Stanton, the "ideal" vacancy rate as calculated by SCAG is 3.73 percent overall. Stanton had an actual vacancy rate of 1.8 percent. This indicates that the production of new housing units is lagging behind demand, which is thought to keep both housing purchase and rental price high.² Finding suitable and affordable housing will continue to be a problem for the homeless and for very low to moderate income households.

² Draft 1991 AQMP Amendment.

Overview of 1990 Housing Element³

A. Governmental Constraints

Local governments affect the supply, distribution, and cost of housing through land use controls, building codes, development permits, and processing fees. Here is a brief summary of governmental constraints as they apply to housing in Stanton:

- General Plan: 58.2 percent of the City is designated for housing.⁴ If all available acreage were developed to their ultimate General Plan capacities, the City would have 13,155 dwelling units. This represents the "Maximum Theoretical Projection" and assumes development to the maximum density for all land zoned residential, and is not likely to occur without significant changes in policy regarding existing dwelling units.⁵ The current Housing Element identifies 10,305 dwelling units as the count for the City. Since the adoption of that element in 1990 another 74 units have been built.
- Building Code and Development Standards: Residential developers must install all facilities and improvements necessary to serve the needs of the new development. The average cost per unit of public improvements is about \$600 per unit.
- Development Processing: As specific projects are initiated, detailed approvals are required which take the form of inspections and permits. It is unlikely that significant savings on house or rental prices would occur by shortening processing times because, compared with other Orange County communities, processing is expedient in Stanton.

B. Review of Housing Program Goals

- The attainment of decent housing within a satisfying living environment for households of all socioeconomic, racial, and ethnic groups in Stanton.
- The provision of a variety of housing opportunities by type, tenure, and cost for households of all sizes throughout the City.
- The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.
- Identify and create adequate sites for housing, assist the development of housing for low and moderate income households, remove governmental constraints to the production of housing for all segments of the community, and conserve and improve the existing affordable housing stock.

³ The comments on the 1990 Housing Element also include information about the 74 new dwelling units added since this element was adopted.

⁴ This figure includes residential streets.

⁵ See Appendix E for discussion of the "Maximum Theoretical Projection" versus the "Preferred Projection."

C. Summary of Existing Housing Characteristics

- Inventory: The City conducted a land use inventory in January, 1989, that counted 10,305 housing units in the City. This number consists of 2,648 single-family homes (25.7 percent), 6,007 multi-family units (58.3 percent), 1,291 mobilehome coaches (13.5 percent), and 259 retirement group units (2.5 percent). Average growth per year was about 167 units, of which the majority were condominium units. In 1980, the Census reported 1,200 condos, whereas the 1989 land use inventory counted 2,457 units, or 24 percent of the total housing stock. Another 74 units have been added since the 1990 Housing Element was adopted. These include two single-family units, 40 apartment units, 24 condominium units, two duplexes and a fourplex.
- Age of Housing: Almost half (4,608) of the City's 10,379 dwelling units were constructed after 1970. Over 13 percent (1,410) were constructed since 1980, mainly condominiums. Somewhat more than one-fifth of the housing stock, primarily single-family residences, are 30 years or older.
- Rehabilitation Needs: By 1990, almost 65 percent of the City's housing units will be more than twenty years old. This statistic points out the potential magnitude of future rehabilitation need.
- Renters: Renter-occupied housing accounted for 51.8 percent of all dwelling units in 1980. The figure is even higher today due to speculative purchases of single-family homes and condominiums. Since 1980, 83 new rental units have been built.
- Housing Production: The most recent population projection for Stanton prepared by the Southern California Association of Governments (SCAG) estimated that there would be 29,164 residents in the City by 1995, compared to the current population of 30,491. It is assumed that the State Department of Finance, Orange County, SCAG, and other interested regional agencies are in the process of updating their projections for the region in light to new findings from the 1990 Census counts. This is not an unexpected situation; agencies responsible for providing projections are well aware of the potential discrepancies between projections in the years approaching the decennial. Their current projections utilized the 1980 Census Record counts as baseline. It is expected that these agencies will include any required adjustments (based on differences between the model assumptions and observed 1990 data) as needed. Regional Housing Needs Assessment projects that the City's households will grow by 685 by 1994. To meet these housing needs, 190 dwelling units per year will have to be built. Since about 167 units were built per year between 1980 - 1988 during a construction boom in condominiums, it is doubtful, given economic conditions and the relative lack of buildable space, that the City will be able to keep pace with the demand for new housing.
- Vacant Land: The two major factors that mitigate against the provision of sufficient housing to accommodate the City's projected future population growth are the relative scarcity of vacant residential land and the high cost of land acquisition, construction, and financing. There are only 31.36 acres of vacant land under all zoning classifications in the City, and only about 9 of these are currently zoned residential. At present, 6.4 of these vacant acres are planned for high density residential development within the Civic Center Area.

- Housing Costs: The cost of housing in all of Orange County influences the cost of housing in Stanton. The prices in Stanton are somewhat lower than those in the rest of Orange County but still expensive. A survey conducted in January of 1989 revealed the following prices: \$104,000 for condominiums; \$160,000 for single-family detached homes; and a range in monthly rents from \$575 to \$840 for one, two and three bedroom apartments respectively.

Potential Residential Development, Assuming Existing Land Use Designations

A. 1980 Land Use Designations

Under the existing General Plan designations, if all the vacant land designated residential were built out to its full potential, then 111 new units could be constructed. Of the 31 acres of vacant land, 75 percent is already zoned commercial or industrial. The 1990 Housing Element projects that if all land zoned for residential uses were built out to maximum capacity the City could increase the number of units by 2,776 for a total maximum of 13,155 dwelling units.

To implement development to the "Maximum Theoretical Projection" would require that all existing residential land which has not been developed to its maximum allowed density to be replaced. Such a massive alteration in existing residential uses would be a significant adverse environmental impact, since it would disrupt existing established neighborhoods as well as being economically unfeasible and most likely highly controversial. The only circumstance under which residential development to the "Maximum Theoretical Projection" is likely to occur would be in the event of a major disaster, such as reconstruction after the maximum probable earthquake (i.e., The Big One) with widespread destruction of existing housing. Even if this "worst case" scenario were to occur, the financial costs of replacing all housing to maximum development potential for the zone would most likely be prohibitive.⁶

Regional Housing Needs Assessment (RHNA)

The 1988 RHNA (updated to July 1989), identified future housing needs in the City by income group as:

Very Low	138 units
Low	193 units
Moderate	276 units
Upper	<u>344 units</u>
TOTAL:	951 units

The 1990 Housing Element identified potential to add approximately 882 new housing units of all types to the housing stock, with the overwhelming majority of these new units likely to be apartments and the remainder largely made up of condominiums with a few single-family residences. These 882 units could be divided among the four income categories in the following manner:

⁶ An alternative projection method (the "Preferred Projection") is therefore provided in Section 3.1.1.

	Units	RHNA Achievement
Very Low Income	200 units	145%
Low Income	268 units	139%
Moderate Income	300 units	109%
Upper Income	<u>114 units</u>	<u>33%</u>
TOTAL:	882 units	93%

Employment

Total employment in the SCAG region was 4,270,000 in 1972 and rose to 5,923,100 by 1984. Since the late 1970s there has been a dramatic increase in job opportunities in the region. The GMP estimates there will be nearly 9 million job opportunities in the six county region by 2010.

The 1984 baseline estimates for employment opportunities located in the Northwest Orange subregion were 680,200. By 2010 it is estimated that there will be an increase of 261,300 job opportunities, for a subregional total of 941,500 jobs. This represents a 38.4 percent increase in employment opportunities over the baseline estimates, during the 26 year period of the GMP forecasts.

The City of Stanton is characterized as a "bedroom" community, with more housing opportunities than job opportunities. As part of the process of updating the General Plan for the City, an Economic Development Strategy (EDS) is being prepared⁷ to identify those activities that would enhance Stanton's economic position in the County. According to the EDS, in 1987 there were an estimated 7,702 job opportunities in Stanton.

Regional Jobs/Housing Balance

The South Coast Air Quality Management Plan (AQMP) was adopted in March 1989 by SCAG and the South Coast Air Quality Management District (SCAQMD), as a plan intended to bring the region into compliance with national air quality standards by the year 2007. In February 1989, the SCAG region adopted a regional Growth Management Plan (GMP) designed to develop balanced communities in order to reduce congestion and air quality impacts of projected levels of growth.

The objective of the Regional Growth Management Plan is to provide policies to control growth in population, housing and jobs in Southern California. It was determined that if the SCAG region's jobs and population growth trends were to go unchecked, there would be significant environmental impacts on the region as a whole, largely due to projected increases in air pollution resulting from increasingly long commutes between the workplace and the home, for a significant portion of the population.

Regionally significant development projects, with the potential to cause significant environmental impacts, are required to be consistent with the forecasts included in the Growth Management Plan and Regional Mobility Plan (approved in February 1989) and the Air Quality Management Plan (revised on November 1, 1989). Projects thought to be regionally significant are recommended to be submitted to SCAG for comments on conformity status through the Inter-Governmental Review Process, until such time as local governments have either adopted Air Quality Elements and/or revised their Land Use, Circulation or other elements to be consistent with the State Implementing Program (SIP).

⁷ Draft Economic Development Strategy, Stanley R. Hoffman Associates, Inc., 1990.

Inconsistencies between a proposed project and the Growth Management Plan (GMP) require mitigation. Failure to respond to SCAG's comments could constitute a violation of the California Environmental Quality Act [CEQA Guidelines, Sections 15002 (a) (3), 15021 (a) (2) and 15091 (a)], or Federal Clean Air Act [Section 110 (a) (2) (B)].

The analysis of jobs/housing balance provided in this EIR is based on the EDS which considers jobs/housing balance within the context of the City's role in Orange County (not just the Northwest Orange subregion), and in comparison to surrounding cities, such as Anaheim and Garden Grove. It is most appropriate that the City develop its policies and goals and means of implementing those policies within the context of the General Plan, in a manner which would be consistent with the SIP.

The City of Stanton lies within the Northwest Orange subregion. The baseline jobs/housing ratio for this subregion was 1.34. That ratio is higher than the 1984 regional average jobs/housing ratio of 1.27. According to the Regional Growth Management Plan, (Resolution #89-272-2, February 1987) the projected trend for the year 2010 jobs/housing ratio for Northwest Orange subregion is 1.44. That figure is also greater than the projected regional average of 1.22. The fact that the subregion has a greater jobs/housing ratio than the region identifies the Northwest Orange as a jobs-rich sub-region.⁸

Current SCAG policy is that each subregion shall strive to achieve a balanced jobs/housing ratio of 1.27 percent, or the regional average, by the year 2010. To do that, development within this subregion needs to add more housing opportunities than jobs opportunities. However, preliminary work on the EDS has shown that Stanton has not been able to capture its share of regional employment opportunities. The City of Stanton has suffered over the years economically, from a declining revenue base and increasing public service costs. The City has the potential to capture a greater share of its retail and economic potential and share in the strong economic growth occurring in Orange County. Although the Northwest Orange subregion has a jobs/housing ratio of 1.34 at baseline 1984, the city of Stanton had a 1984 jobs/housing ratio of only 0.75. The City of Stanton's jobs/housing ratio is not in balance in relation to the County of Orange or the surrounding cities, and development of jobs/housing balance goals, policies, and objectives in the updated General Plan is expected to take this unique situation into consideration.

Environmental Impacts

Population

The proposed development to buildout would add 3,460 new residents to the existing 1,502,500 (1988) residents in the Northwest Orange subregion, for a new total of about 1,506,060 residents. This represents a 0.2 percent increase over the existing population, which is not a significant impact.

Any development of an area may be expected to alter the population base due to changes in the availability of dwelling units or jobs opportunities. As job opportunities increase, an increased demand for new housing is expected to follow. However, some portion of the increased housing demand would be filled by existing vacant units or dwelling units in nearby communities. The population growth potential within City limits is expected to be dependent on its residential development potential. The Preferred Alternative has the potential to add a maximum of 1,347 new dwelling units within the City to buildout, with an additional 732 units possible within the Sphere of Influence. This development would add an estimated 3,560 new residents within the City limits. If the City annexed all the Sphere of Influence, another 497 new residents could be added. Table 7 summarizes the population growth

⁸ Regional Growth Management Plan, SCAG, February 1989.

potential by dwelling unit type. It is assumed that there is some variability in the persons per unit by dwelling type. The impacts on the City's demographic makeup are not expected to be significant. Assuming that trends in birth and death rates (which vary also by ethnic group) remain relatively stable, the maximum population within the City of Stanton is expected to reach 34,051 residents at buildout. The Sphere of Influence could increase resident population by an additional 2,686 persons. It is assumed that this increase in population would be insignificant.

Housing

The "Preferred Projection" for dwelling units to buildout under the Preferred Alternative (Table 8) is based on examination of existing on-the-ground uses and individualized potential for residential development. Figure 4 shows the location of areas within the City and the City of Stanton Sphere of Influence with potential for residential development, other than the single-family areas which assume potential based on addition of "granny units." A maximum of 1,347 dwelling units would be added to the City, with an additional 156 units possible if the entire Sphere of Influence were annexed. The Preferred Alternative includes special and aggressive mechanisms for addressing improved housing quality in conjunction with greater affordability of housing. The existing General Plan does not allow development of "granny" units, which accounts for an estimated 10 percent of development potential in the areas zoned for single-family residential uses. The "granny units" would make both existing and proposed single-family residential uses more affordable, by allowing addition of an extra unit, which would increase the property value of the parcel and which has the potential to be rented out. The proposed Home Industry Opportunity Area would allow a single-family residential unit to be included on each parcel, in conjunction with a small business, and is aimed at improving an area which is currently blighted, which under the existing General Plan would otherwise be lost.

The City of Stanton does not wish to displace existing residents through a massive housing redevelopment program; rather, existing residential uses would be retained (including mobile home parks) and increased development potential would be added by more individualized methods. New assumptions which needed to be incorporated into the Preferred Projection included:

- 1) The addition of "granny unit" development potential for all existing single-family units other than those located within the Home Industry Opportunity area and Kermore Island, which is part of the Sphere of Influence that has been "pre-zoned" for Medium density residential development. It is assumed that development of "granny units" would occur in about 10 percent of all other single-family zoned parcels.
- 2) Through creation of the Home Industry category of land uses, each parcel within the Home Industry Opportunity Areas would be allowed to include a single-family unit. No "granny unit" development would occur in these opportunity areas.

**TABLE 7
POPULATION DISTRIBUTION AND PROJECTIONS
BY PROPOSED RESIDENTIAL LAND USE CATEGORY
(City of Stanton and Sphere of Influence)**

Residential Land Use Categories in Preferred Plan¹	Existing Dwelling Units²	Added Dwelling Units³	Preferred Projection, Dwelling Units⁴	Generation Factor, Population Distribution⁵	Estimated Existing Population Distribution	Preferred Projection, Population Distribution	Added Population
CITY OF STANTON							
LOW DENSITY Residential Uses:	2,650	309	2,959	3.7 persons per unit	9,805	10,948	1,143
Mobile Homes (reclassified as MEDIUM DENSITY Residential Uses):	1,391	0	1,391	2.0 persons per unit	2,782	2,782	0
Retirement (includes both MEDIUM and HIGH DENSITY Residential Uses):	259	335	594	1.1 persons per unit	285	653	368
OTHER MEDIUM AND HIGH DENSITY Residential Uses (other than Mobile Home and Retirement):	6,079	703	6,782	2.9 persons per unit	17,629	19,668	2,039
Subtotal, City of Stanton:	10,379	1,347	11,726		30,491⁶	34,051	3,560
SPHERE OF INFLUENCE⁷							
Sphere of Influence LOW DENSITY	576	56	632	3.7 persons per unit	2,131	2,338	207
Sphere of Influence MEDIUM DENSITY (Kernmore Island only)	0	100	100	2.9 persons per unit	58	348	290
Subtotal, Sphere of Influence:	576	156	732		2,189	2,686	497
TOTAL, CITY OF STANTON PLUS SPHERE OF INFLUENCE:	10,955	1,503	12,458		32,680	36,737	4,057

1 Per proposed General Plan update, the Preferred Alternative.

2 See Table A-2, Appendix E.

3 These are number of units added for environmental impacts. Note that all non-conforming units are expected to eventually be removed. See Tables A-5 through A-7, Appendix E, for details on projection method used to calculate number of units added.

4 See Table A-2, Appendix E.

5 See text in Appendix E for explanation of assumptions regarding persons per dwelling units.

6 U.S. Census Record, 1990.

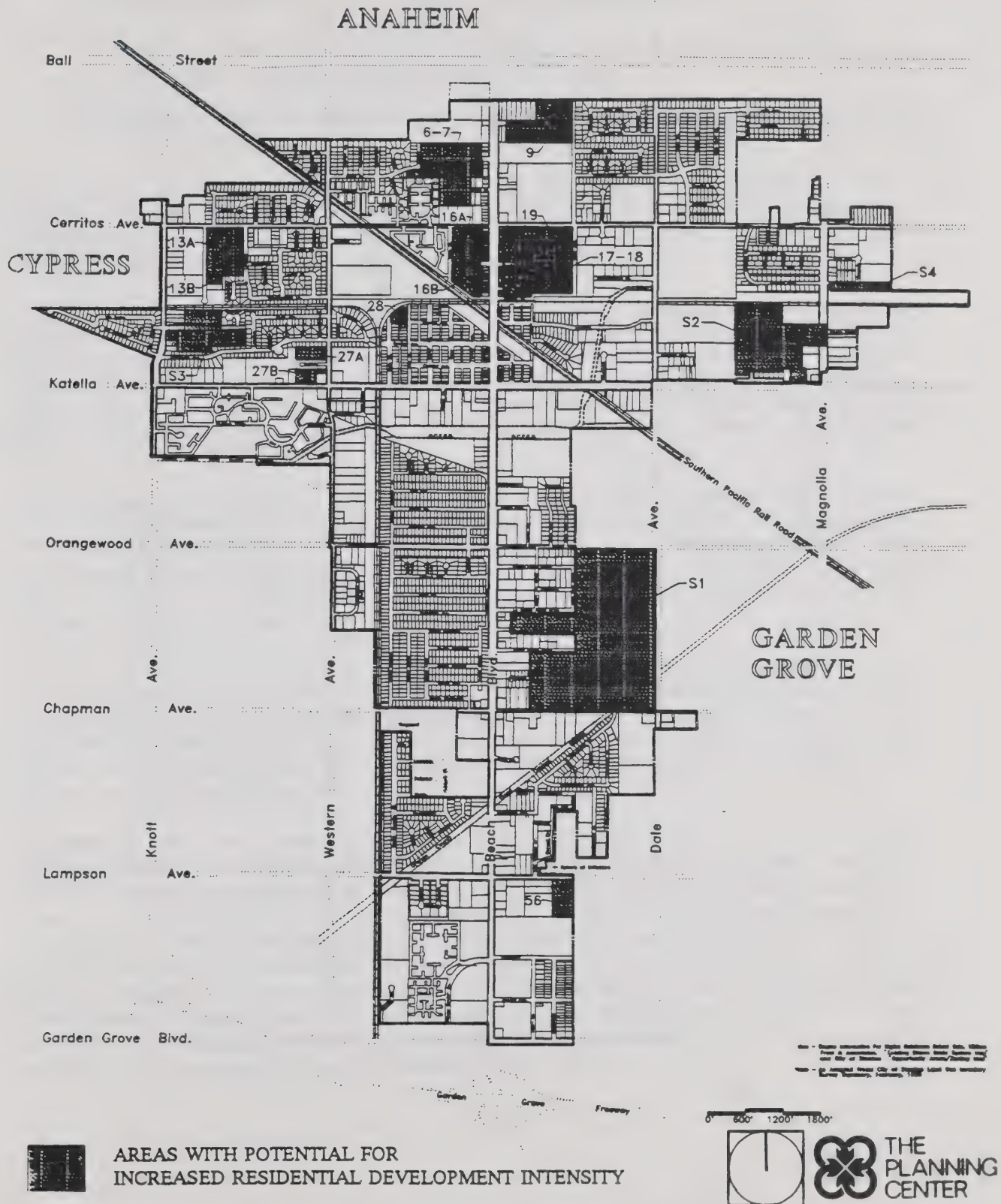
7 See Table A-5, Appendix E, for assumptions regarding existing dwelling units in Sphere of Influence (not counted in 1990 Housing Element).

**TABLE 8
SUMMARY OF DWELLING UNITS DATA
BY HOUSING ELEMENT CATEGORIES
(City of Stanton and Sphere of Influence)**

Type of Residential Use, Per 1991 Housing Element	Existing	Added Dwelling Units ¹	Preferred Projection ²	Maximum Theoretical Projection ³
City of Stanton				
Single-Family	2,650 ⁴	309	2,959	2,570
Mobile Homes	1,391	0	1,391	1,105
Retirement	259	335	594	9,480
Multi-Family	6,079 ⁵	703	6,782	
Subtotal, City of Stanton	10,379⁶	1,347	11,726	13,155
Sphere of Influence⁷				
Sphere of Influence SFR	576	56	632	
Sphere of Influence Medium Density (Multi-Family)	0	100	100	
Total, Sphere of Influence:	576	156	732	
TOTAL, CITY PLUS SPHERE OF INFLUENCE:	10,955	1,503	12,458	--⁸

- 1 These are number of units added for environmental impacts. Note that all non-conforming units are expected to eventually be removed. See Tables A-5- A-7 of Appendix E for details on projection method used to calculate number of units added.
- 2 The Preferred Projection should be used for ordinary planning purposes, such as: analysis of environmental impacts, projections for traffic studies, and development of regional plans.
- 3 The Maximum Theoretical Projection should be used only for disaster planning, such as reconstruction planning following a major earthquake.
- 4 City of Stanton 1990 Housing Element, plus 2 new SFR added since survey. Information on new units from Mark D. Lloyd, Planning Manager, 03/02/91.
- 5 City of Stanton 1990 Housing Element plus new units. The Housing Element data is derived from the Stanton Land Use Inventory Survey Summary, February 1989, and does not include a breakdown of multi-family uses as medium and high density. This figure includes both Medium Density and High Density uses other than mobile home and retirement. Includes 8 medium density units and 64 high density units added since survey, per Mark D. Lloyd, 03/05/91. All existing non-conforming units are expected to eventually be replaced with conforming units.
- 6 City of Stanton 1990 Housing Element, plus all new units added since survey. Information on new units from Mark D. Lloyd, Planning Manager, 03/05/91.
- 7 See Table A-4 for assumptions regarding existing dwelling units in Sphere of Influence.
- 8 1990 Housing Element did not project dwelling units in the Sphere of Influence.

RESIDENTIAL DEVELOPMENT POTENTIAL



- 3) Mobile home parks would retain the existing numbers of mobile home units.
- 4) The Civic Center Area Plan would include development of 335 dwelling units of affordable senior rental housing units and 80 high density upscale condominiums.
- 5) Development to maximum density all other vacant and underutilized land classified for residential land uses, where feasible to do so without removing existing dwelling units.

This increase by 1,347 housing opportunities within the City limits (or by 1,503 units including both the City and the Sphere of Influence) represents less than one percent of the total projected increase of 148,200 dwelling units in the Northwest Orange subregion between 1984 and 2010. This projected change in housing units does not represent a significant regional impact.

The Preferred Alternative at buildout would result in a net increase of 309 single-family units, no new mobilehome units, 335 new retirement units (entirely within the Civic Center Area, as high density residential uses) and 703 new multi-family units. If all the Sphere of Influence land were annexed an additional 56 single-family residential units and 100 more medium density multi-family dwelling units could be added. The total housing in Stanton would be increased to 11,726 dwelling units, at buildout without annexation of the Sphere of Influence. If the Sphere of Influence were annexed, a total maximum (SOI plus City) would be 12,458 units.

The implementation of the Preferred Alternative has potential to change somewhat the spatial distribution of land considered vacant, under-used, or redevelopable land suitable for residences, as identified in the 1990 Housing Element (based on the Stanton Planning Division, Land Use Survey, February 1989). Figure 4 shows the spatial distribution of residential potential (for residential types other than the single-family units; which are expected to have potential to add 10 percent as "granny units" distributed throughout the areas designated for these types of development.

The 1990 Housing Element identified potential to add approximately 882 new housing units of all types to the housing stock, with the overwhelming majority of these new units likely to be apartments and the remainder largely made up of condominiums with a few single-family residences, which would achieve only 93 percent of the identified RHNA need. It is thought also that to implement this development of these new units would be difficult, due to the limited amount of vacant land (only 31 acres, only 9 of which are currently zoned residential).

The implementation of the Preferred Alternative has the potential to improve the City's compliance with RHNA because this alternative includes goals, strategies, and actions which would enable the City to realistically maximize improvement of its housing stock, without requiring significant disruption of existing neighborhoods which would be required to develop the "Maximum Theoretical Projection" for dwelling units. Practically speaking, this would not be feasible. The Preferred Alternative, on the other hand, has potential to add an additional 1,347 dwelling units (or 1,503 for the City plus Sphere of Influence) combined. This increases the potential residential development by 465 dwelling units more than the 1990 Housing Element indicated would be feasible; primarily through the addition of the Civic Center Area residential development, "granny" units, and new housing opportunities in the Home Industry areas. The Preferred Alternative would improve Stanton's RHNA attainment.

Employment

The City of Stanton presently has 7,702 job opportunities. The proposed changes according to buildout conditions in the Preferred Alternative would alter the planned allocations of land for industrial (reduced by 56 acres) and commercial uses (increased by 36 acres). Table 9 shows that despite the loss of gross acreage in industrial, there would be a net increase in square footage of Commercial uses. Table 9 provides an estimate of the changes maximum increase in employment opportunities created by the increased intensity of non-residential development at buildout under the Preferred Alternative. The Preferred Alternative has the potential to nearly double the employment opportunities, with an addition of an estimated 6,961 new jobs, for a total of as may as 14,600 job opportunities in the City by buildout. It is important to recognize, however, that these projected new jobs would be added only as development occurred. The job opportunities would be dependent on market circumstances and economic conditions overall. The majority of these job opportunities would be from general office development which is expected to add a maximum of 4,393 new jobs (63 percent of all new jobs). The next highest growth in employment would be from increased industrial development opportunities which could add an estimated 1,202 new jobs (17 percent of the total).

The Preferred Alternative would also increase job opportunities generally within the Northwest Orange subregion by addition of new jobs. The gain of 6,961 employment opportunities in the city of Stanton would increase the 941,500 new jobs forecast for Northwest Orange subregion through 2010 by about 0.7 percent. Although this is a jobs-rich subregion, this limited growth in jobs does not represent a significant adverse impact.

Jobs/Housing Balance

The proposed change in land uses in Stanton through buildout under the Preferred Alternative would alter the way in which Stanton fits into the observed trends and policy for jobs/housing balance for the Northwest Orange subregion. In the past Stanton has not been able to capture its share of regional employment opportunities. The City of Stanton has suffered over the years economically, from a declining revenue base and increasing public service costs. The City has the potential to capture a greater share of its retail and economic potential and share in the strong economic growth occurring in Orange County. Although the Northwest Orange subregion has a jobs/housing ratio of 1.34 at baseline 1984, the city of Stanton had a 1984 jobs/housing ratio of only 0.75. The City of Stanton's jobs/housing ratio is not in balance in relation to the County of Orange or the surrounding cities, and development of jobs/housing balance goals, policies, and objectives in the updated General Plan is expected to take this unique situation into consideration.

An evaluation of the impacts on the subregional jobs/housing balance, assuming implementation of the Preferred Alternative shows that the net increase in housing and employment opportunities would significantly improve the jobs/housing balance within the City. The addition of 6,961 job opportunities and 1,347 dwelling units would improve the existing local jobs/housing balance. With implementation of the Preferred Alternative, the City of Stanton would experience an estimated jobs/housing ratio of 1.25.⁹

⁹ This jobs/housing ratio is based on a total of 14,663 jobs divided by 11,726 dwelling units.

**TABLE 9
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
IMPACTS ON EMPLOYMENT¹
WITH THE PREFERRED ALTERNATIVE AT BUILDOUT
COMPARED TO EXISTING CONDITIONS**

Land Use Designation	Units Added (in DUs, square feet, acres) ²	Generation Factor ³	Added Employment Opportunities
ADDED BY NON-RESIDENTIAL DEVELOPMENT			
Industrial	601,108 sq.ft.	1/500 sq.ft.	1,202
General Office	1,537,700 sq.ft.	1/350 sq.ft.	4,393
Regional Commercial	350,700 sq.ft.	1/500 sq.ft.	701
Community Commercial ⁵	319,702 sq.ft.	1/500 sq.ft.	639
Open Space/Recreational	4 acres	N.A.	0
Public/Institutional ⁶	19,700 sq.ft.	Civic Center EIR	26
TOTAL:			6,961
¹ Impact based on change between existing conditions and the Preferred Alternative at buildout. ² Change in square footage from Table 5; change in acres from Table 4. ³ Generation factors based on Draft TDM Ordinance, EMA, Regional Coordination Office, County of Orange, March 1991. Civic Center data based on EIR for Civic Center Area Plan City of Stanton, SCH#90011124, 1991. ⁴ Includes DUs added by Civic Center Area development. ⁵ Includes an estimated 204,702 square feet (FAR added) plus 115,000 square feet from the commercial center at the Civic Center Area. ⁶ Impacts from Civic Center Area development of CARC and new City Hall. See SCH# 90011124, EIR for the Stanton Civic Center Area for details.			

Table 10 provides a jobs/housing analysis according to the procedures recommended in the SCAG Guidelines for Implementing 1989 SIP Conformity Procedures Related to General Development. Data utilized in the jobs and housing in this method of analysis are obtained from the February 1989 Regional Growth Management Plan developed by SCAG and from the estimates on employment and housing created by the proposed development at buildout of the Preferred Alternative.

According to the subregional jobs/housing analysis the Preferred Alternative would add 154 more dwelling units than are required for full compliance with the Regional Growth Management Plan. Therefore, development under the Preferred Alternative would have a beneficial impact on jobs/housing balance at both the local and regional level because it adds a balanced mix of housing opportunities and job opportunities in a currently unbalanced area within Orange County.

Summary

A total of 1,347 new dwelling units would be added from the enhanced development of existing residential land uses, and is expected to add 3,560 new residents. If the Sphere of Influence is annexed, an additional 156 dwelling units could be added, and an additional resident population of 497 persons would be expected from such an annexation.

TABLE 10
CITY OF STANTON
JOBS/HOUSING BALANCE ANALYSIS
ACCORDING TO THE PREFERRED ALTERNATIVE
 (Northwest Orange Subregion -- Jobs-Rich Area: 1984 J/H= 1.34; 2010 J/H=1.44)

Item	Jobs	S t e p	Housing	S t e p	Jobs/Housi ng Ratio	S t e p
Base Year	680,200	1	506,000	2		
2010 Trend	988,600	3	628,200	4		
2010 Policy	941,500	5	654,200	6		
Increase to 2010 per Trend	308,400	7	122,200	8	2.52	11
Increase to 2010 per Policy	261,300	9	148,200	10	1.76	12
Step 13: Jobs created by Project = 6,961 Step 14: $6,961/1.76 = 3,955$ DUs of housing called for under policy forecast) Step 15: $6,961/2.52 = 2,762$ DUs (Amt. of housing called for under trend projection) Step 16: $3,955 - 2,762 = 1,193$ Step 17: 1,347 = number of DUs added by project (development to buildout of the Preferred Alternative) Step 18: $1,193 - 1,347 = -154$ = number of DUs need to be added by project; i.e., there is potential to add 154 more DUs added than are required for compliance.						

The proposed development of the City of Stanton under the Preferred Alternative would add both short- and long-term jobs. The short-term jobs would be added due to both new development and enhancement of existing non-residential development. This development would add approximately one construction-related job for every direct construction employment opportunity. The addition of both construction and construction-related jobs would be temporary.

Many long-term job opportunities would be added primarily through the development of office and industrial uses. Impacts on growth of the local population are not expected to be significant. Impacts on local housing and employment are expected to be beneficial.

The impacts of the proposed development on regional population, housing and employment growth are expected to be insignificant. An analysis of the development of the City based on the Preferred Alternative to buildout would improve the jobs/housing balance of the City, which currently is unbalanced compared to neighboring communities. In addition, the Preferred Alternative would add 154 more dwelling units than required for full compliance with the SCAG Regional Growth Management Plan goals and objectives for regional jobs/housing balance.

Mitigation Measures

No adverse impacts are expected, and no mitigation measures are required.

3.2 ECONOMIC DEVELOPMENT

The following is a summary of the Fiscal Impact Report for the City of Stanton General Plan Update, prepared by Stanley Hoffman Associates in May of 1991. The report is presented in its entirety in Appendix C.

3.2.1 Fiscal Impacts

Environmental Setting

The City of Stanton is located in Central Orange County, within close proximity of the Cities of Westminster, Cypress, Garden Grove and Anaheim. Stanton is approximately 3.1 square miles in size and has a current population of about 30,491. The City's population is expected to increase to 34,088 by the year 2010 based on projections by the Southern California Association of Governments.

The City of Stanton currently has a small economic base consisting of a limited retail mix, fragmented industrial and office space and a weak hotel/motel market. The City is currently faced with a declining revenue base and increasing public service costs. Over the last several years taxable retail sales within the City have experienced only marginal growth. This is in part due to a weak mix of retailers and the relatively few parcels of vacant commercial land within the City available for commercial development.

During the base year of 1990/91 the City generated a total of \$8.07 million in revenues. Sources of revenue for the City include; property tax, real property transfer tax, sales and use tax, franchises, transient occupancy tax, business certificates, fees and permits, fines, State subventions, community development fees, general rental income, transfer station rental income, other revenues, gas tax 2106/2107, gas tax 2105 and interest income.

During the same 1990/91 base year the City also incurred \$8.39 million in general fund expenditures. These expenditures include costs for police, parking control, fire, public facilities/ground maintenance, public works, recreation and leisure services, park maintenance, graffiti abatement, and general government.

As shown on Table 11 the City has a general fund deficit of \$322.2 thousand for base year 1990/91. This deficit results in a revenue cost ratio of 0.96 for fiscal year 1990/91, meaning that the City receives \$0.96, for every \$1.00 of expenditures. This shortfall is currently mitigated through a transfer of reserve funds into the general fund. Projected recurring revenues and costs under the City's existing general plan indicate a continued negative fiscal impact for the City. However, the projected shortfalls are anticipated to be incrementally lower.

TABLE 11
CITY OF STANTON REVISED GENERAL PLAN UPDATE
GENERAL FUND RECURRING REVENUES AND COSTS
(In Constant 1990 Dollars)

	Base Year	Incremental Growth from Base Year	Revenue/Cost Changes from Base Year	Total at General Plan Buildout	Percentage at Buildout
Recurring Revenues					
Property Tax	1,207,300	202,389	(144,876)	1,264,813	12.61%
Real Property Transfer Tax	55,000	12%719		67%719	0.68%
Sales and Use Tax	3,000,000	633,528		3,633,528	63.22%
Franchises	272,500	32,148		304,648	3.04%
Transient Occupancy Tax	285,000	160,600		445,600	4.44%
Business Certificates	120,000	61,933		181,933	1.81%
Fees and Permits	182,000	0		182,700	1.82%
Fines	270,700	69,517		339,517	3.38%
State Subventions	1,160,260	136,816		1,297,076	12.93%
City Development Fees	24,800	0		24,800	0.25%
Rental Income, General	89,000	10,496		99,496	0.99%
Rental Income, Transfer Station	520,000	0	505,846	1,025,846	10.23%
Other Revenues	5,000	575		5,575	0.06%
Transfers: Gas Tax 2106%2107	285,000	36,715		321,715	3.21%
Transfers: Gas Tax 2105	0	20,034	169,869	189,903	1.89%
Transfers: Other	392,700	0		392,700	3.92%
P.E.R.S.	57,800	0		57,800	0.58%
Interest	140,000	55,099		195,099	1.95%
Total Recurring Revenues:	\$8,067,060	\$1,432,569	\$530,839	\$10,060,468	100.00%
Recurring Costs					
Police	3,315,214	382,729		3,697,943	39.54%
Parking Control	57,379	5,364		62,743	0.67%
Fire	2,020,736	238,318		2,259,054	24.16%
Planning & Community Improvements	301,160	0		301,160	3.22%
Building Regulation	105,762	0		105,762	1.13%
Public Facilities%Grounds Maintenance	614,876	29,550		644,426	6.89%
Public Works	577,757	96,311		674,068	7.21%
Recreation and Leisure Services	236,546	27,897		264,443	2.83%
Graffiti Abatement	113,683	60,361		174,044	1.86%
General Government	15,524	1,831		17,355	0.19%
Property Tax Administration Fee	0	3,450	(2,173)	1,277	
Total Recurring Costs	\$8,389,234	\$964,310	(\$2,173)	\$9,351,371	100.00%
Net Recurring Fiscal Impact¹	(\$322,174)	\$468,259	\$533,012	\$679,097	
Recurring Revenue/Expenditure Ratio	0.96	1.49	N % A	1.07	
					\$679,097

¹ In the base year, reserves of \$322,174 were transferred in to balance the General Fund.

Source: Stanley R. Hoffman Associates, Inc., Table B-1, Revised General Plan Update Recurring Revenues and Costs.

Fiscal Analysis

A fiscal analysis for the City of Stanton has been prepared using the updated General Plan. The updated plan provides new development opportunities for 1347 dwelling units and 1,564,075 square feet of commercial and industrial uses and 280 hotel rooms generated from opportunity area land use potential. This new growth would have a net positive recurring fiscal impact of \$606.4 thousand. The revenues generated from new development in conjunction with new revenues from the City's existing base would significantly improve Stanton's fiscal outlook. Table 11 indicates the projected recurring revenues and costs for the City.

The overall net recurring fiscal impact is estimated to be a yearly increase of nearly \$1.2 million constant dollars. The City's current budget deficit of 3.22 thousand, with a revenue/cost ratio of 0.96, is raised to a positive \$794.9 thousand, with a revenue cost ratio of 1.09. This represents a projected increase from a 4.0 percent shortfall to a 9.0 percent surplus for the total City at buildout. Approximately, 45.7 percent of this increase is attributable to revenues from the waste transfer station and State gas tax 2105 as applied to the existing population. The remaining 54.3 percent is the result of fiscally balanced new development.

Implementation of the updated General Plan would not result in any significant adverse impacts. The project would result in beneficial impacts, in that it would provide additional revenues for the City.

Mitigation Measures

No mitigation measures are required.

3.3 INFRASTRUCTURE AND COMMUNITY SERVICES

This section identifies existing conditions and considers potential impacts of development according to the Preferred Alternative on the physical infrastructure and community services. Physical infrastructure includes the transportation and circulation system, the utilities system and availability of natural resources, and the storm drain or flood control system. Community services includes both public and private services such as: fire and police projection, and the education system.

3.3.1 Transportation and Community Services

The following discussion summarizes a traffic/circulation study for the Stanton General Plan/EIR prepared by Austin-Foust Associates in June 1991. The traffic/circulation study is presented in its entirety in Appendix B.

Environmental Setting

Local Roadway Network

The existing roadway system in Stanton is shown in Figure 5. The number of midblock travel lanes on individual segments of the circulation system is represented on the figure by the band width of each roadway.

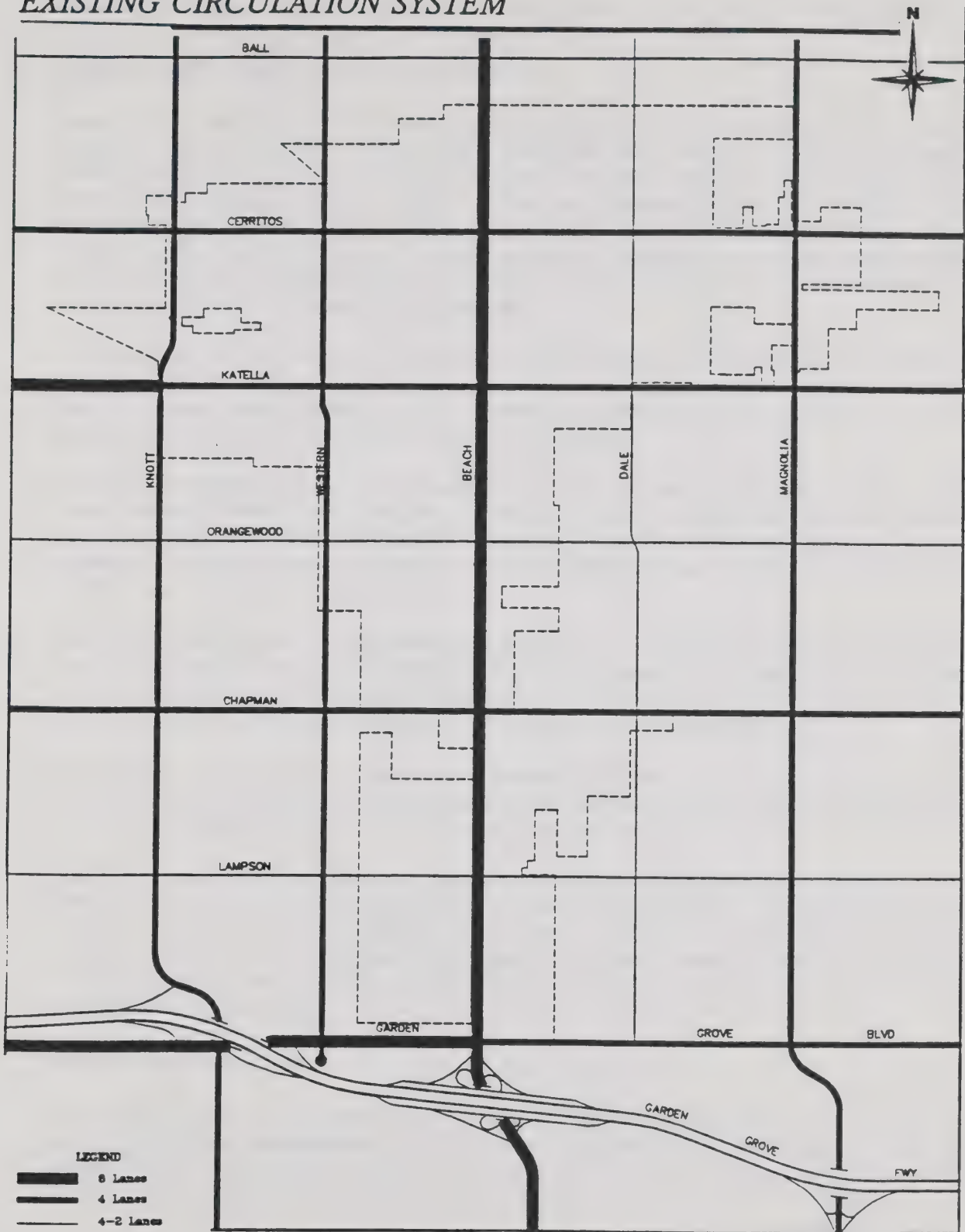
The Garden Grove Freeway (SR-22) is the major east-west route for inter-regional traffic between Long Beach and Orange County, providing three travel lanes in each direction with interchanges at Knott Avenue, Beach Boulevard and Magnolia Street. A junction with the San Diego Greenway (I-405) west of the City provides interstate access between Los Angeles and San Diego.

Several of the City's major arterials have both a regional and a local circulation role. Beach Boulevard, a six-lane State highway (SR-39), is a major north-south route through Stanton. Katella Avenue is an east-west major arterial which is currently built with four lanes through Stanton. Both have been accepted by the Orange County Transportation Authority (OCTA) as candidates for the Superstreet program. Improvements under this program will be summarized later in this Section.

Additional north-south circulation is provided by Knott Avenue, Magnolia Avenue, Western Avenue and Dale Avenue. Knott Avenue and Magnolia Avenue are both four-lane primary roadways. Western Avenue is a four-lane secondary arterial terminating south of Garden Grove Boulevard. Dale Avenue is a two-to-four-lane secondary arterial terminating at Garden Grove Boulevard.

In addition to Katella Avenue, east-west circulation through the City is provided by Cerritos Avenue, Orangetown Avenue, Chapman Avenue and Lampson Avenue. Cerritos Avenue is a four-lane secondary arterial. Orangetown Avenue is a secondary arterial between Western Avenue and Dale Street; on either side of this it narrows to two lanes. Chapman Avenue is a four-lane primary roadway. Lampson Avenue is a two-lane secondary. The remaining in the City are collector and local streets providing one travel lane in each direction.

EXISTING CIRCULATION SYSTEM



SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

NOT TO SCALE



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Existing Traffic Volumes and Levels of Service

Recent average daily traffic (ADT) volumes and volume/capacity (V/C) ratios on the City's circulation system are shown in Figure 6. ADT volumes reflect the traffic volume on a particular segment of roadway during a 24-hour period. The ADT street volumes were derived from several sources, including counts obtained from the Phase II Inventory Report, the Superstreet reports and the Orange County Environmental Management Agency (EMA). Existing volumes on the Garden Grove Freeway (SR-22) were taken from the 1989 Caltrans traffic volumes manual. The heaviest volumes on the arterial system occur along Beach Boulevard, where volumes range from 55,000 vehicles per day (VPD) north of Cerritos Avenue to 66,000 VPD at Garden Grove Boulevard.

As indicated by the V/C ratios, the volumes on Beach Boulevard between Katella and Orangewood Avenues (1.03) and between Chapman Avenue and Garden Grove Boulevard (1.10) will exceed the General Plan target level of service (LOS) "D". However, implementation of the superstreet improvements along Beach Boulevard will increase the capacity of this facility.

Dale street between Lampson and Chapman Avenues will also exceed LOS "D" (1.20) as will Lampson Avenue between Western Avenue and Beach Boulevard (1.12). However, the peak hour intersection volumes at both Dale Street and Chapman Avenue and Beach Boulevard and Lampson Avenue will operate at an acceptable level of service (i.e., LOS "D"), indicating that the high volume/capacity ratios on these links may not be as significant.

Existing AM and PM peak hour turn movement volumes for a set of major intersections throughout the City were collected in January and February 1990. These volumes were obtained from the Phase II Inventory Report and from counts collected between 7 to 9 AM and 4 to 6 PM. This data reflects the peak "hour" of each individual intersection over the two-hour period analyzed.

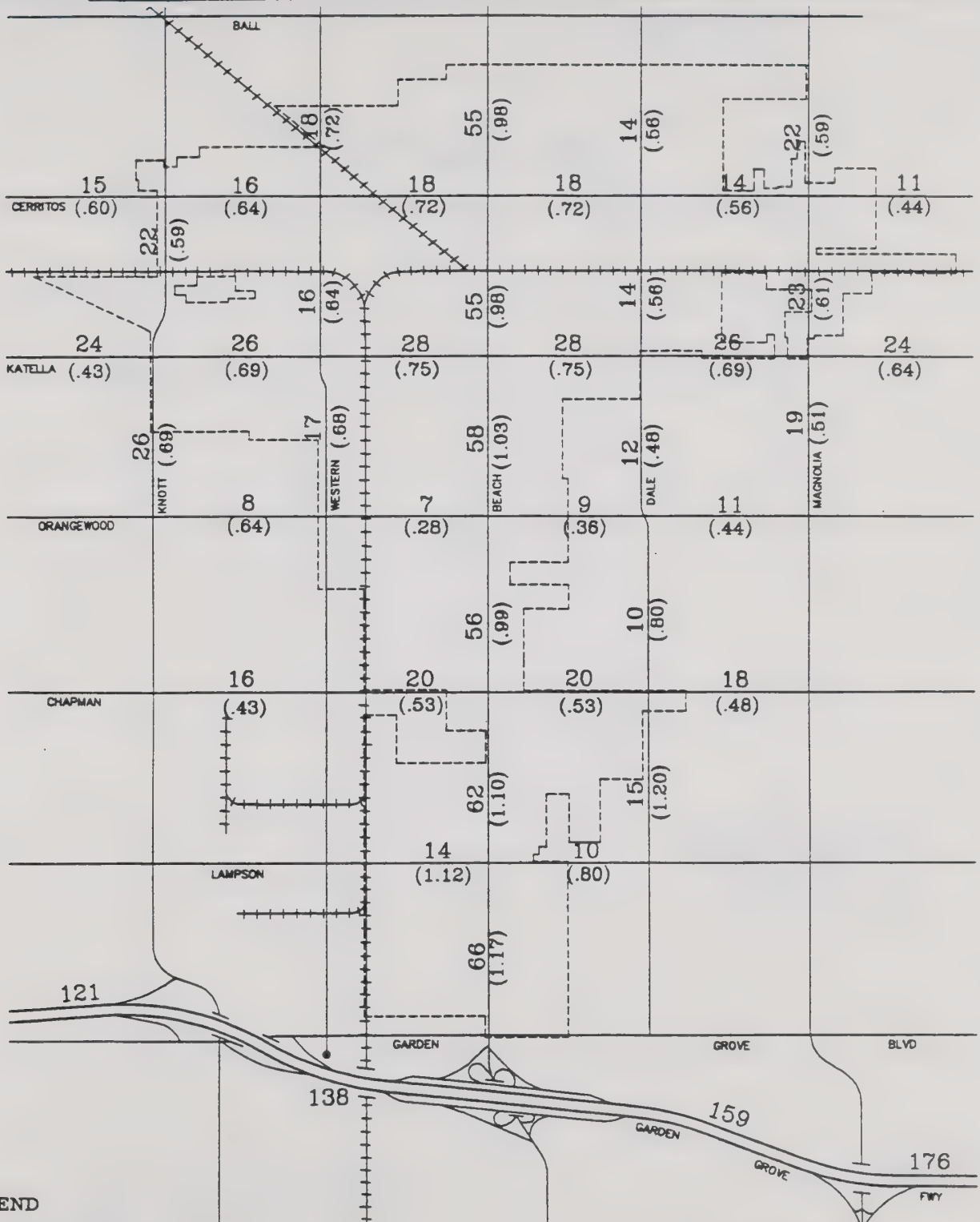
The technique used to assess the operation of an intersection is known as intersection capacity utilization (ICU). An ICU value represents the peak hour volume-to-capacity ratios. A value of 1.00 indicates that the theoretical absolute capacity of the intersection has been reached.

The intersections studied here, shown in Figure 7 and Table 12, summarizes the existing ICU values. These ICUs are based on the existing lane configurations shown in Figure 8. Certain intersections have ICUs greater than .90 (LOS "D"), indicating that, on the day of the count, the maximum acceptable ICU value was exceeded. As shown, capacity deficiencies occur at Knott Avenue at Cerritos Avenue (.91 ICU in the PM peak hour) and Beach Boulevard at Katella Avenue (ICU's of 1.06 and 1.29 in the AM and PM peak hours, respectively).

Regional Roadway Network

Future travel patterns within and through the City of Stanton will be influenced by changes to the surrounding regional transportation system. The most significant changes will occur as a result of the Orange County Transportation Authority (OCTA) Superstreet program which proposes to provide additional capacity and improve peak period traffic flow along Beach Boulevard and Katella Avenue.

1990 ADT VOLUMES AND V/C RATIOS

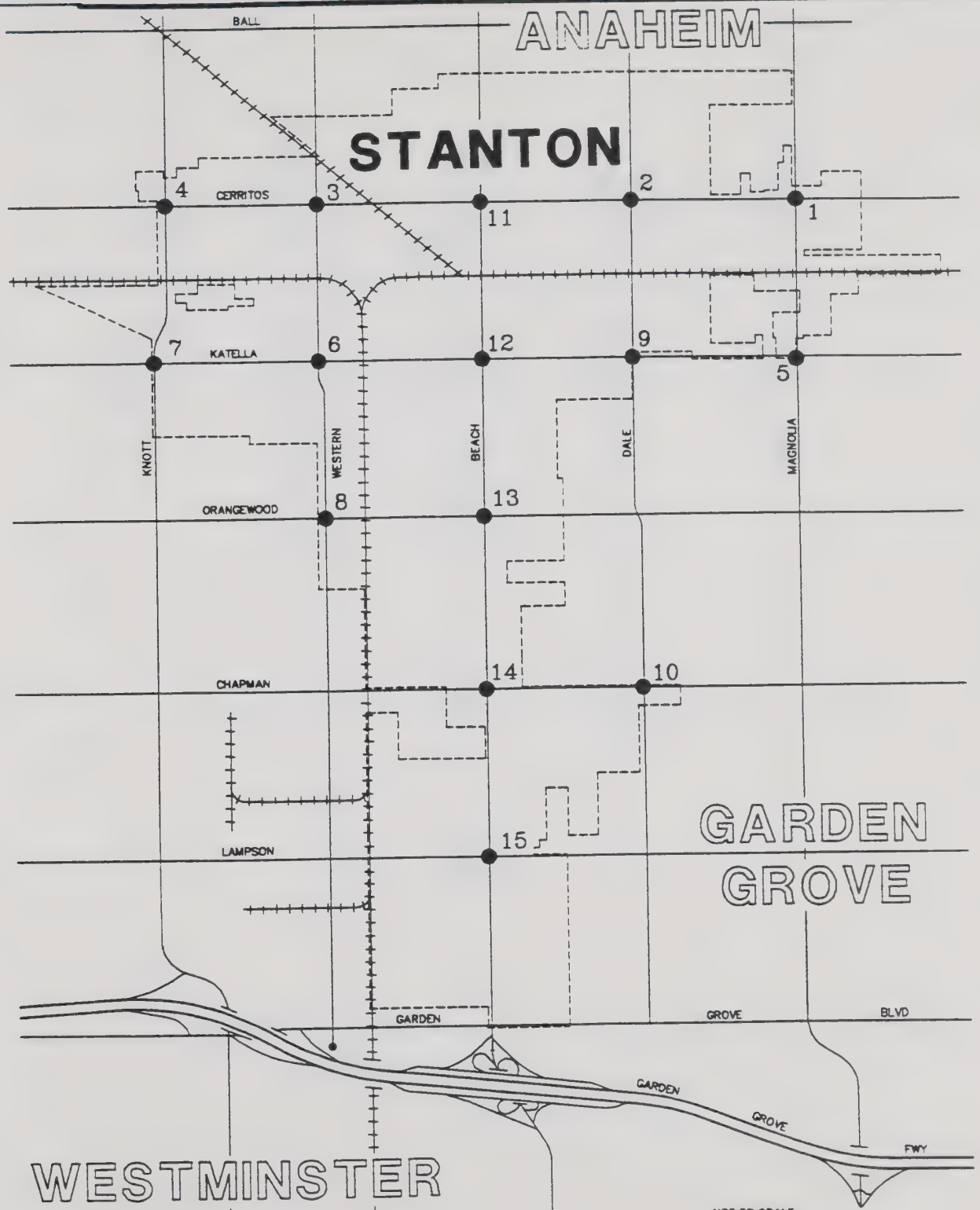


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INTERSECTION LOCATION MAP



LEGEND

----- City Limits

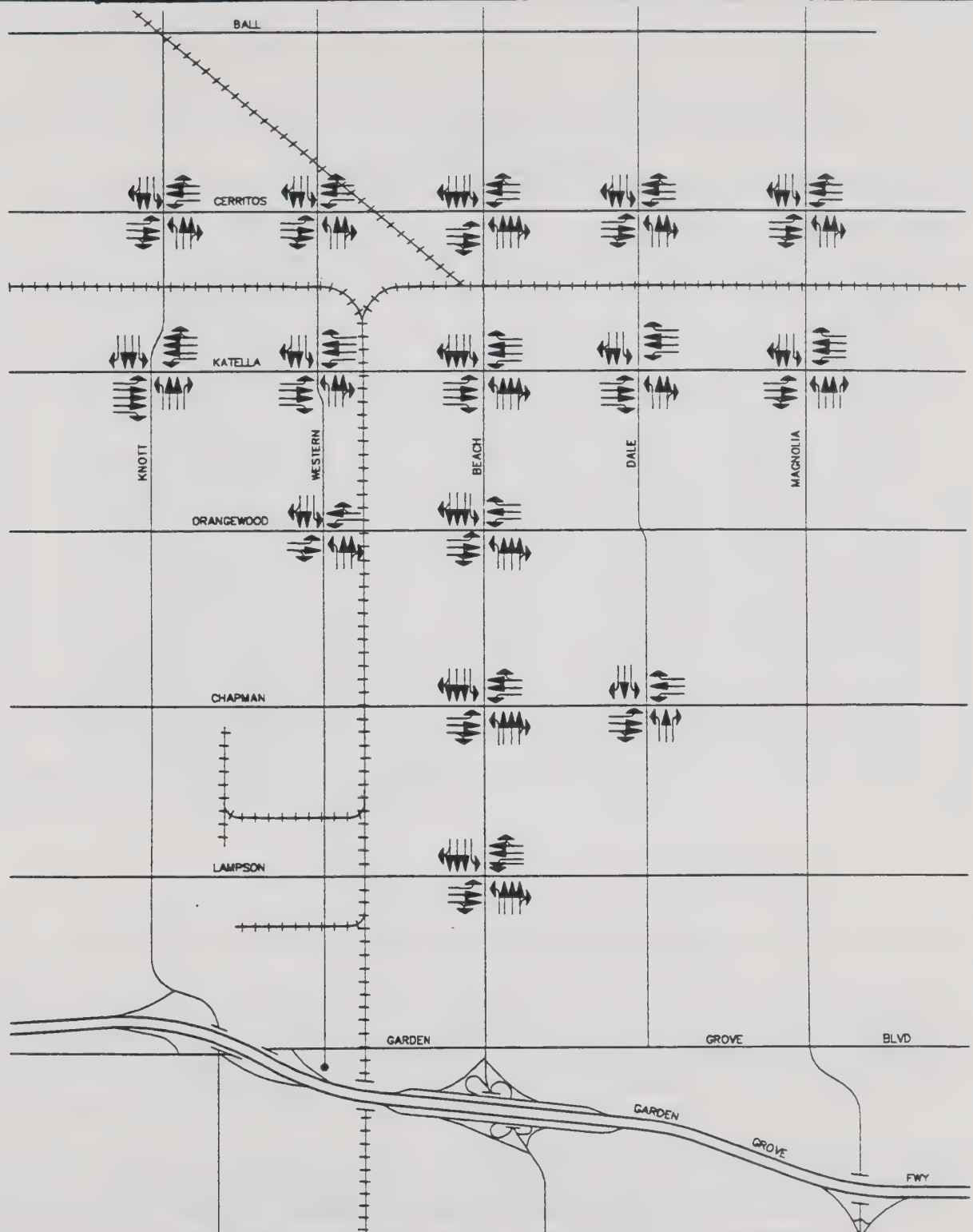
SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

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EXISTING LANE CONFIGURATIONS



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SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

Consolidated General Plan and EIR • City of Stanton

Figure 8

**TABLE 12
EXISTING ICU SUMMARY**

Intersection	Peak Hour		Date of Count
	AM	PM	
1. Magnolia St & Cerritos Ave	.52	.78	1/11/90
2. Dale St & Cerritos Ave	.43	.55	1/11/90
3. Western Ave & Cerritos Ave	.56	.70	1/11/90
4. Knott St & Cerritos Ave	.66	.91	1/11/90
5. Magnolia St & Katella Ave	.65	.76	1/10/90
6. Western Ave & Katella Ave	.83	.75	1/10/90
7. Knott Ave & Katella Ave	.64	.79	1/10/90
8. Western Ave & Orangetown Ave	.50	.62	1/10/90
9. Dale St & Katella Ave	.49	.64	1/10/90
10. Dale St & Chapman Ave	.61	.77	1/10/90
11. Beach Blvd. & Cerritos Ave	.76	.82	2/20/90
12. Beach Blvd. & Katella Ave	1.06	1.29	1/9/90
13. Beach Blvd. & Orangetown Ave	.60	.67	1/9/90
14. Beach Blvd. & Chapman Ave	.82	.88	1/9/90
15. Beach Blvd. & Lampson Ave	.40	.46	1/9/90

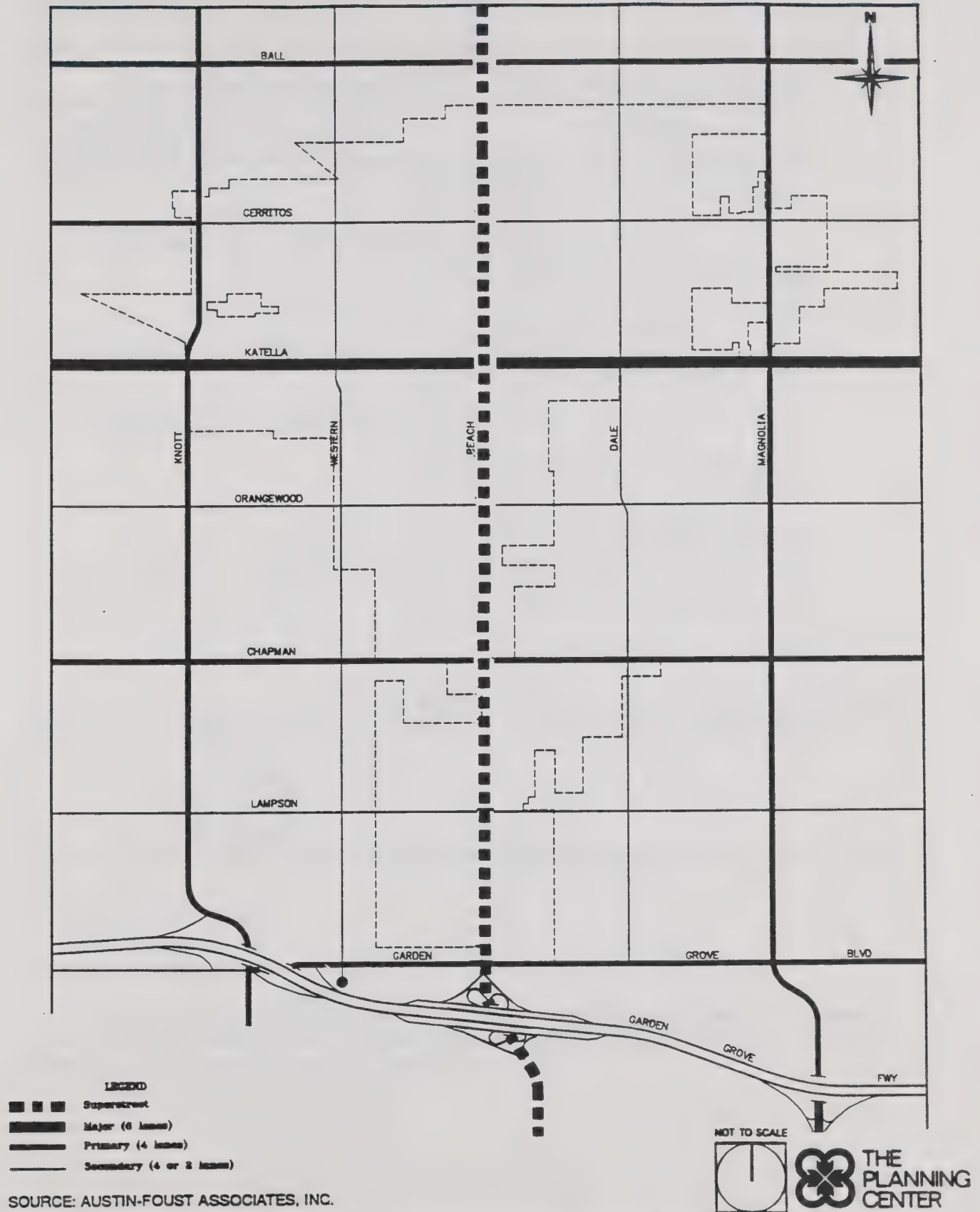
NOTES: 1) Level of Service Ranges: .00 - 0.60 A
.61 - 0.70 B
.71 - 0.80 C
.81 - 0.90 D
.91 - 1.00 E
Above 1.00 F

2) See Figure 7 for intersection locations.

Under this program, Beach Boulevard has been approved as the first project for improvements which are tentatively scheduled for completion by the year 2005. The entirety of Beach Boulevard will be improved to eight lanes from its current six, and additional north and southern left-turn lanes will be provided at intersections. Traffic signals along Beach Boulevard will be coordinated. Table 13 summarizes the improvements which will take place within the Stanton City limits.

Katella Avenue is another candidate for the Superstreet program. Improvements will include widening of Katella Avenue to six lanes as designated on the Master Plan of Arterial Highways (MPAH) and the addition of an eastbound and westbound left turn lane at all intersections along Katella Avenue with primary arterials. The existing circulation element is presented in Figure 9.

EXISTING CIRCULATION ELEMENT



SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

TABLE 13
SUMMARY OF BEACH BOULEVARD SUPERSTREET IMPROVEMENTS

Intersection with Beach Boulevard	Time Frame	Improvement
Lampson Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 NB and SB through Bus turnouts
Chapman Avenue	1 month - 5 years 15 - 20 years	Signal coordination Intersection striping to add 1 NB and WB through Intersection widening to add 1 NB and SB through Intersection widening to add 1 NB, SB, WB and EB left; add 1 EB right (additional ROW required)
Orangewood Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 NB and SB through Bus turnouts
Katella Avenue	1 month - 5 years 6 - 15 years 15 - 20 years	Signal coordination Bus turnouts Intersection striping to add 1 NB and SB through Intersection widening to add 1 NB and SB through Intersection widening to add 1 EB left Intersection widening to add 1 EB and WB right, 1 WB left (additional ROW required) and one NB and SB left
Cerritos Avenue	1 month - 5 years 15 - 20 years	Signal coordination Intersection striping to add 1 NB and SB through Bus turnouts Intersection widening to add 1 EB left (additional ROW required) Signal modification
Notes: 1) Source "Superstreets Demonstration Project: Beach Boulevard Corridor," Parsons, Brinckerhoff, Quade and Douglas, Inc., March 1986. 2) NB - Northbound SB - Southbound EB - Eastbound WB - Westbound ROW - Right-of-Way		

Environmental Impacts

Land Use Assumptions

All land use in the City (including Kermore Island, part of Stanton's sphere of Influence) was summarized according to seven broad categories developed for the General Plan update. The following describes the assumptions made to quantify land use for the City of Stanton.

Residential Uses

The buildout residential characteristics for the City were inventoried and grouped according to the following categories: Low, Medium and High Density residential. The following assumptions were made:

- Mobile homes are classified as Medium Density residential units.
- Existing Retirement uses are classified as Medium Density residential units.
- Future Retirement uses (part of the proposed Civic Center Complex) are classified as High Density residential units.
- Other Medium and High Density Residential uses are classified as High Density residential units. (The actual trip generation characteristics of these units more closely approximate high density residential uses.)

Non-Residential Uses

Acreage for the non-residential uses and appropriate floor ratios (FAR) were also inventoried. In addition, land use in the General Commercial category was assumed to be a mix of 50 percent General Office, and 25 percent each of Regional and Community Commercial uses.

Trip Generation

The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the analysis area to calculate both peak hour and average daily trips (ADT) by land use. These rates are shown in Table 14.

Table 15 compares the existing and proposed General Plan land use and trip generation for the City. Existing ADT trip generation for the entire City is around 222,000 vehicle trips per day. Approximately 43 percent of this is attributed to residential uses, with the remaining 57 percent generated primarily by non-residential office and commercial uses.

For buildout conditions (labeled "Post-2010" throughout this report), the proposed General Plan (Preferred Alternative) land use was analyzed. The proposed General Plan is based upon the assumptions given in the Draft Land Use Concept prepared for the General Plan Update.

The seven different land use categories shown in Table 2 were aggregated into five generalized land use categories to compare increases in land use and daily traffic different land use types. Table 16 summarizes this comparison.

As can be seen, the Post 2010 land uses will add approximately 74,000 vehicles per day (VPD), an increase of 33 percent over the existing estimated trip generation. This increase is largely due to the anticipated growth of non-residential commercial and office uses.

**TABLE 14
TRIP RATE SUMMARY**

Use	Units	-AM Peak Hour-			-PM Peak Hour-			ADT
		In	Out	Total	In	Out	Total	
1. Low Density Residential	DU	0.23	0.63	0.86	0.72	0.43	1.15	11.57
2. Medium Density Residential	DU	0.17	0.48	0.65	0.55	0.32	0.87	8.74
3. High Density Residential	DU	0.14	0.41	0.55	0.47	0.27	0.74	7.27
4. Industrial	TSF	0.84	0.12	0.96	0.12	0.91	1.03	6.97
5. General Commercial								
General Office	TSF	1.74	0.26	2.00	0.32	1.65	1.97	13.72
Regional Commercial	TSF	0.71	0.31	1.02	1.68	1.89	3.57	43.71
Community Commercial	TSF	1.26	0.84	2.10	3.50	3.50	7.00	70.00
6. Open Space/Recreational	ACRE	0.00	0.00	0.00	0.00	0.00	0.00	3.66
7. Public/Institutional	TSF	3.20	0.80	4.00	1.20	4.80	6.00	50.00

**TABLE 15
LAND USE AND TRIP GENERATION SUMMARY**

Land Use	Units	-AM Peak Hour-			-PM Peak Hour-			ADT	
		In	Out	Total	In	Out	Total		
EXISTING									
1. Low Density Residential	3226.00 DU	742	2032	2774	2323	1387	3710	37325	
2. Medium Density Residential	1650.00 DU	281	792	1073	908	528	1436	14421	
3. High Density Residential	6079.00 DU	851	2492	3343	2857	1641	4498	44194	
4. Industrial	3515.00 TSF	2953	422	3375	422	3199	3621	24502	
5. General Office	1494.10 TSF	2600	388	2988	478	2465	2943	20499	
6. Regional Commercial	533.60 TSF	379	165	544	896	1009	1905	23324	
7. Community Commercial	426.90 TSF	538	359	896	1494	1494	2988	29883	
8. Open Space/Recreation	117.00 ACRE	0	0	0	0	0	0	428	
9. Public/Institution	546.00 TSF	1747	437	2184	655	2621	3276	27300	
Grand Total		10090	7088	17178	10033	14344	24377	221876	
PROPOSED GENERAL PLAN									
1. Low Density Residential	3591.00 DU	693	1899	2593	2171	1296	3467	34884	
2. Medium Density Residential	1750.00 DU	298	840	1138	963	560	1523	15295	
3. High Density Residential	7117.00 DU	996	2918	3914	3345	1922	5267	51741	
4. Industrial	4116.40 TSF	3458	494	3952	494	3746	4240	28691	
5. General Office	3031.80 TSF	5275	788	6064	970	5002	5973	41596	
6. Regional Commercial	884.30 TSF	628	274	902	1486	1671	3157	38653	
7. Community Commercial	631.60 TSF	796	531	1326	2211	2211	4421	44212	
8. Open Space/Recreation	121.00 ACRE	0	0	0	0	0	0	443	
9. Public/Institution	680.00 TSF	2176	544	2720	816	3264	4080	34000	
Grand Total		14452	8652	23104	12869	19920	32789	296179	

Note: DU = Dwelling Unit
TSF = Thousand Square Feet

TABLE 16
STANTON LAND USE AND TRIP GENERATION GROWTH

Land Use	Units	Land Use				Trip Generation			
		1990	P2010	Increase	%	1990	P2010	Increase	%
Residential	DU	10,955	12,458	1,503	14	95,940	108,584	12,644	132
Commercial	TSF	961	1,516	555	58	53,207	82,865	29,658	56
Office	TSF	1,494	3,032	1,538	103	20,499	41,596	21,097	103
Industrial	TSF	3,515	4,116	601	17	24,502	28,691	4,189	17
Other	-	-	-	-	-	27,728	32,843	5,115	18
Total	-	-	-	-	-	221,876	296,179	74,303	33
Note: 1) DU = Dwelling Unit 2) TSF = Thousand Square Feet 3) P2010 land use and trip generation is for buildout of the proposed General Plan. 4) Trip generation is given in average daily trips (ADT).									

Regional Trip Generation

Demographic projections are prepared on a regular basis by the County of Orange for population, dwelling units and employment. This data is used in the Orange County Traffic Analysis Model (OCTAM-II) for producing traffic forecasts on the countywide highway system. For this report, the OCTAM-II analysis zones shown in Figure 10 were used to summarize these demographic projections.

Table 17 compares the population, dwelling unit and employment figures from the OCTAM-II for existing and Post-2010 conditions, with the buildout of land uses in the proposed General Plan (Preferred Alternative).

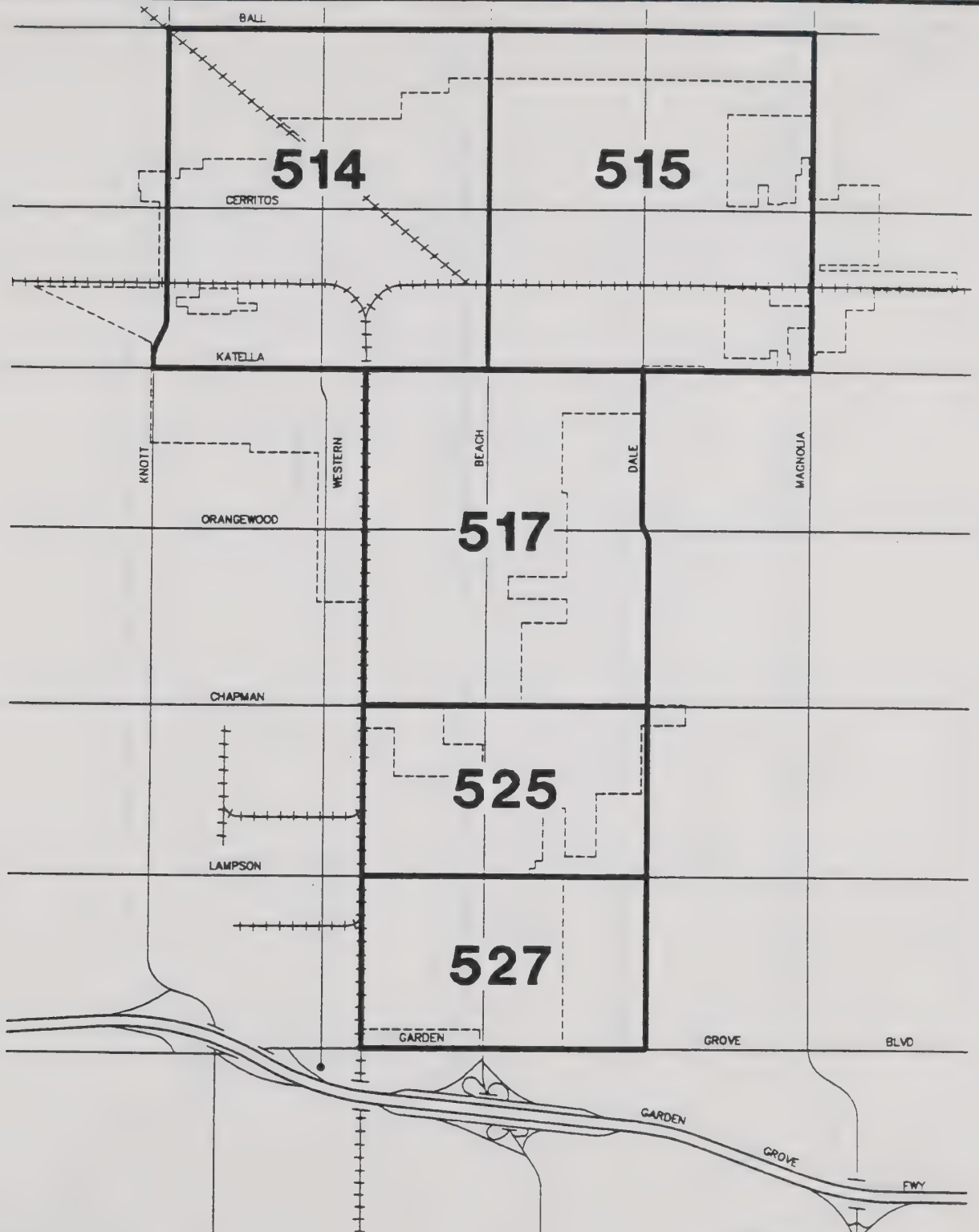
Between existing land uses and buildout of the City, an increase of 17 percent in population is indicated by the OCTAM-II data, while the City land use (proposed General Plan) shows an increase of 12 percent. For non-residential growth, OCTAM-II data shows a 30 percent increase in employment for the City, while the proposed General Plan data shows a 43 percent increase in non-residential square footage.

Post-2010 Base Case Traffic Volumes

Traffic volumes were estimated for the proposed General Plan land uses within the project area. The General Plan Circulation Element circulation system assumed in these forecasts is based on the Orange County Master Plan of Arterial Highways (MPAH) as shown in Figure 10.

Post-2010 average daily traffic (ADT) volumes and volume/capacity (V/C) ratios are shown in Figure 11. Most of the circulation system will be able to carry the Post-2010 volumes projected with buildout of the City's General Plan. However, Beach Boulevard is forecast to slightly exceed the ADT performance criteria on the link between Lampson Avenue and Garden Grove Boulevard with ADT volumes of 76,000 (LOS "F") and will slightly exceed the LOS "E" threshold designated by the Congestion Management Program (CMP). In addition, Dale Street between Lampson & Chapman Avenues, and Lampson Avenue between Western Avenue and Beach Boulevard will continue to operate above LOS "D".

OCTAM-II ZONES



LEGEND

----- City Limits

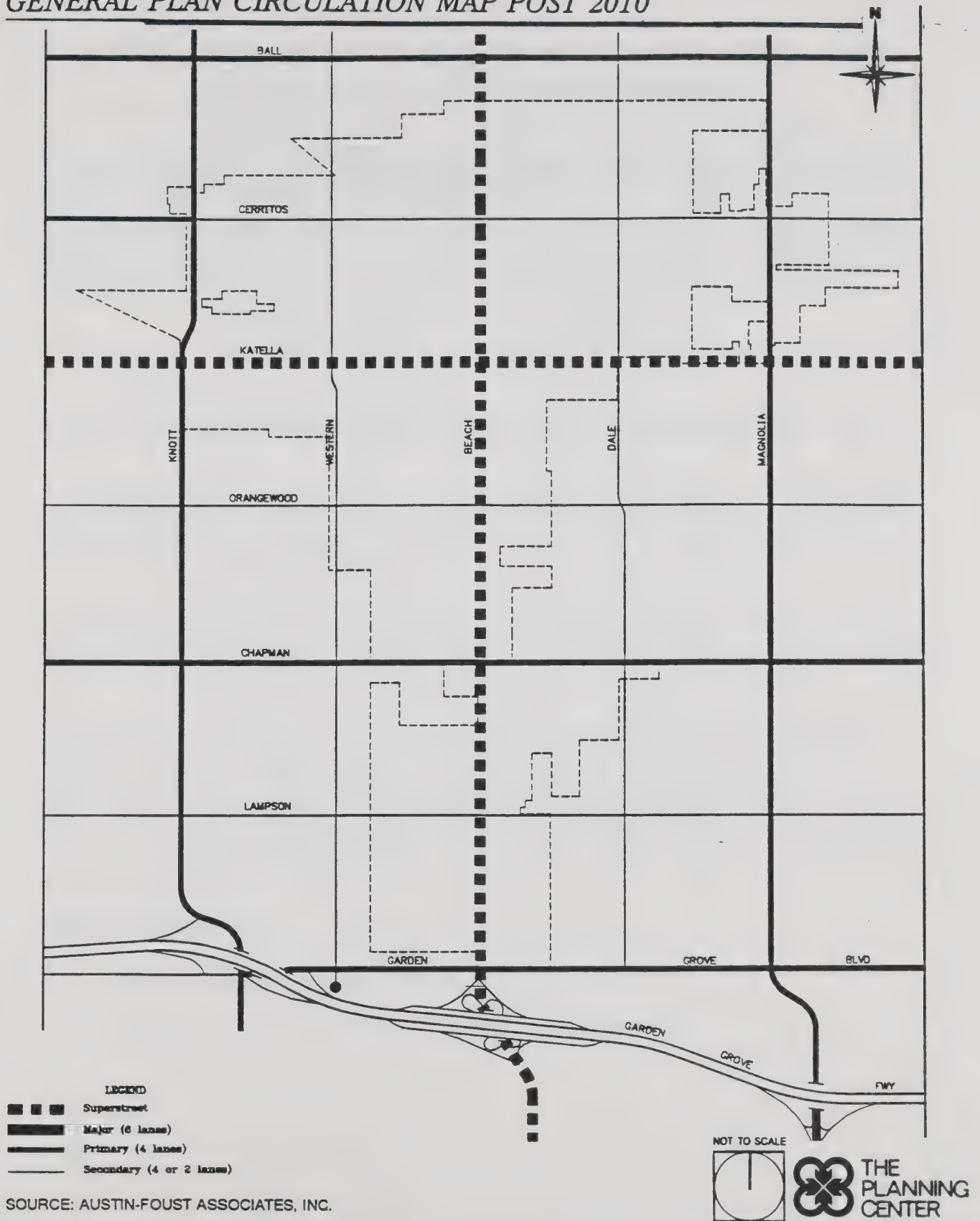
SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

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GENERAL PLAN CIRCULATION MAP POST 2010



**TABLE 17
OCTAM-II/STANTON DEMOGRAPHIC DATA SUMMARY**

	Population			Dwelling Units			Employment		
	1987	P2010	% Change	1987	P2010	% Change	1987	P2010	% Change
COUNTY DEMOGRAPHICS									
TOTAL	34,108	39,740	17	12,403	14,451	17	9,583	12,431	30
CITY LAND USE									
TOTAL	32,680	36,737	12	10,975	11,882	8	6,516	9,312	43
Notes: 1) Population figures for city land use were derived by applying the following conversation factors (Reference 7):									
Low Density Residential				- 3.7 persons per DU					
Medium Density Residential				- 2.0 persons per DU					
Retirement Residential				- 1.1 persons per DU					
High Density Residential				- 2.9 persons per DU					
2) See Figure 10 for location of OCTAM-II zones.									
3) Data from complete OCTAM-II zones is used here, although actual city limits may be smaller.									

The Post-2010 peak hour analysis identified intersection lane configurations needed to serve future volumes at each major intersection in the City. Figure 12 shows these intersection lane configurations. These improvements were obtained from two sources: the MPAH and the Orange County Transportation Authority (OCTA) Superstreets program.

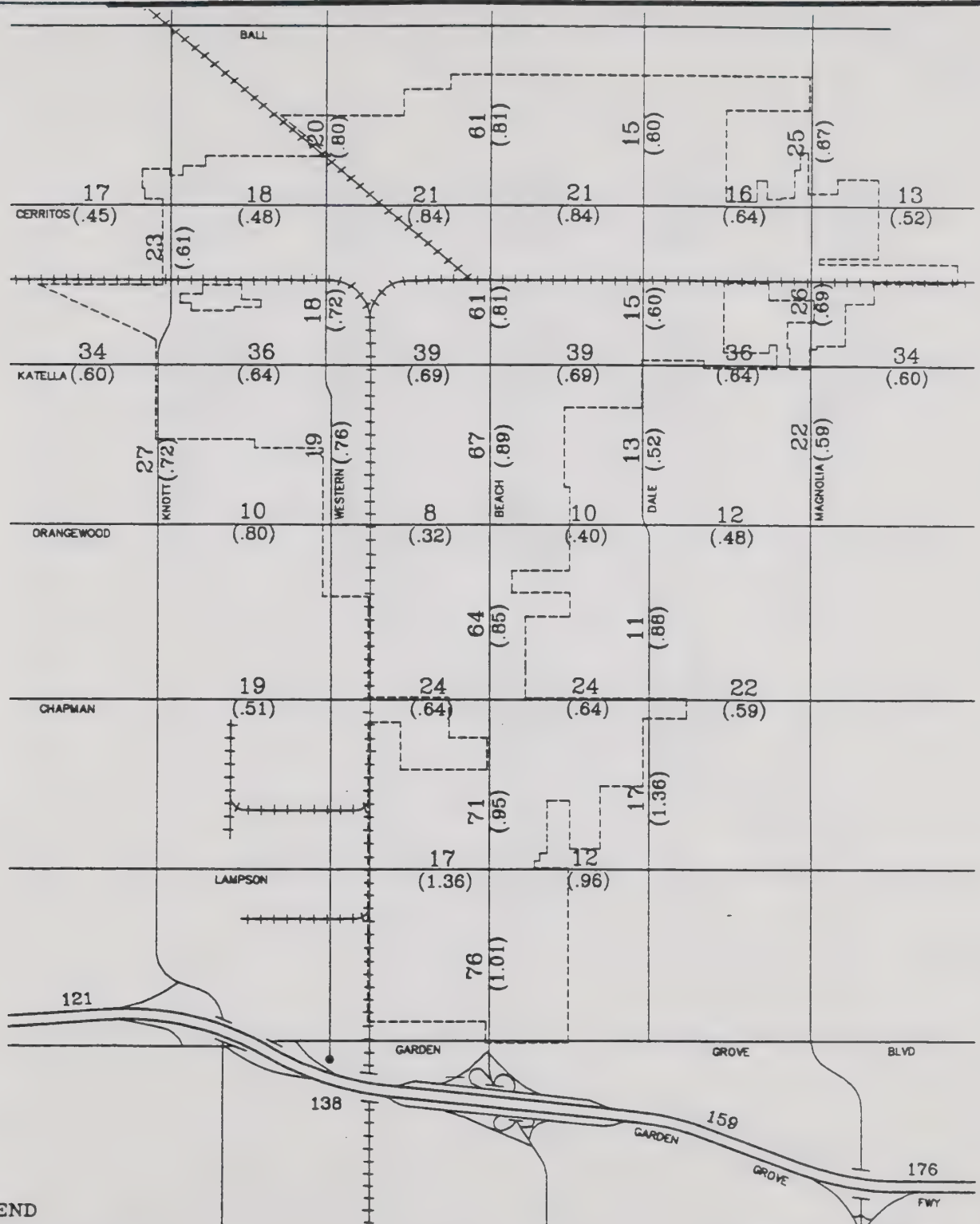
The projected Post-2010 ICU values for each major intersection is summarized in Table 18. As indicated, the following intersections will operate at an unsatisfactory level of service (LOS): Western Avenue at Katella Avenue in the AM peak hour (ICU of .91); Knott Avenue at Cerritos Avenue in the PM peak hour (ICU of .97); and Beach Boulevard at Katella Avenue in the PM peak hour (ICU of 1.05).

To mitigate these deficiencies, it is recommended that the intersection capacity be augmented with additional turning lanes. Figure 13 depicts the recommended Post-2010 lane configurations. Table 19 provides the ICU values of the intersections with the recommended mitigation measures. As shown, the intersections at Knott Avenue/at Cerritos Avenue and Western Avenue/Katella Avenue would operate between LOS B and E. However, the Beach Boulevard/Katella Avenue intersection would still exceed LOS F. It is estimated that 25 percent of the total traffic at the Beach Boulevard/Katella Avenue is generated from the City of Stanton.

Mitigation Measures

1. Implement the intersection improvements identified on Table 13.
2. Minimize the number of access locations along Beach Boulevard.

POST-2010 ADT VOLUMES AND V/C RATIOS



LEGEND

- City Limits
- XX ADT (000s)
- (.XX) Volume/Capacity Ratio

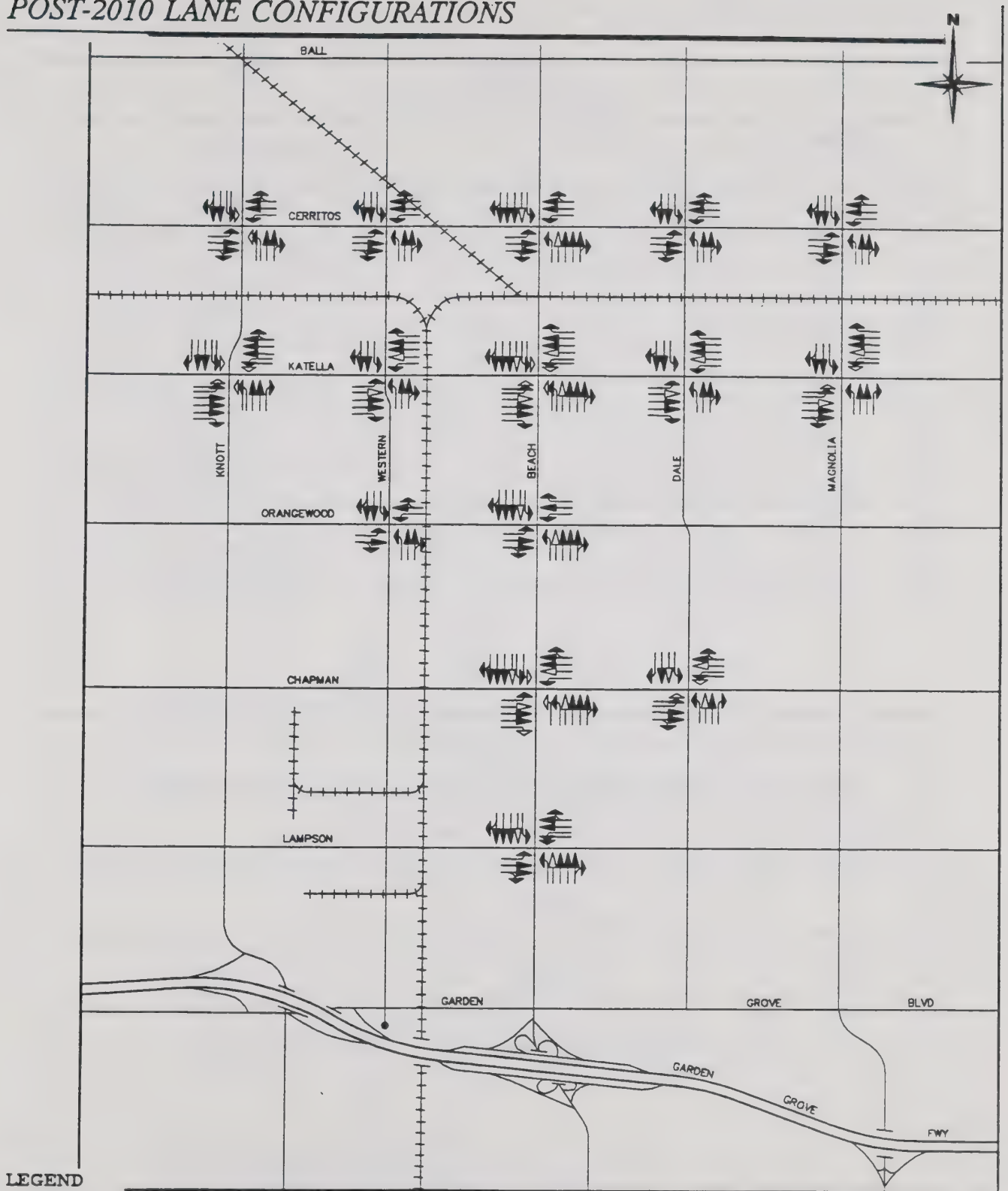
SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

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POST-2010 LANE CONFIGURATIONS



SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

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Intersection	Existing		Post-2010	
	AM	PM	AM	PM
1. Magnolia St. & Cerritos Ave.	.52	.78	.59	.89
2. Dale St. & Cerritos Ave.	.43	.55	.47	.62
3. Western Ave. & Cerritos Ave.	.56	.70	.62	.79
4. Knott Ave. & Cerritos Ave.	.66	.91	.67	.97
5. Magnolia St. & Katella Ave.	.65	.76	.65	.79
6. Western Ave. & Katella Ave.	.83	.75	.91	.80
7. Knott Ave. & Katella Ave.	.64	.79	.64	.80
8. Western Ave. & Orangethroat Ave.	.50	.62	.57	.71
9. Dale St. & Katella Ave.	.49	.64	.47	.63
10. Dale St. & Chapman Ave.	.61	.77	.43	.63
11. Beach Blvd. & Cerritos Ave.	.76	.82	.73	.81
12. Beach Blvd. & Katella Ave.	1.06	1.29	.89	1.05
13. Beach Blvd. & Orangethroat Ave.	.60	.67	.58	.65
14. Beach Blvd. & Chapman Ave.	.82	.88	.75	.77
15. Beach Blvd. & Lampson Ave.	.40	.46	.40	.47

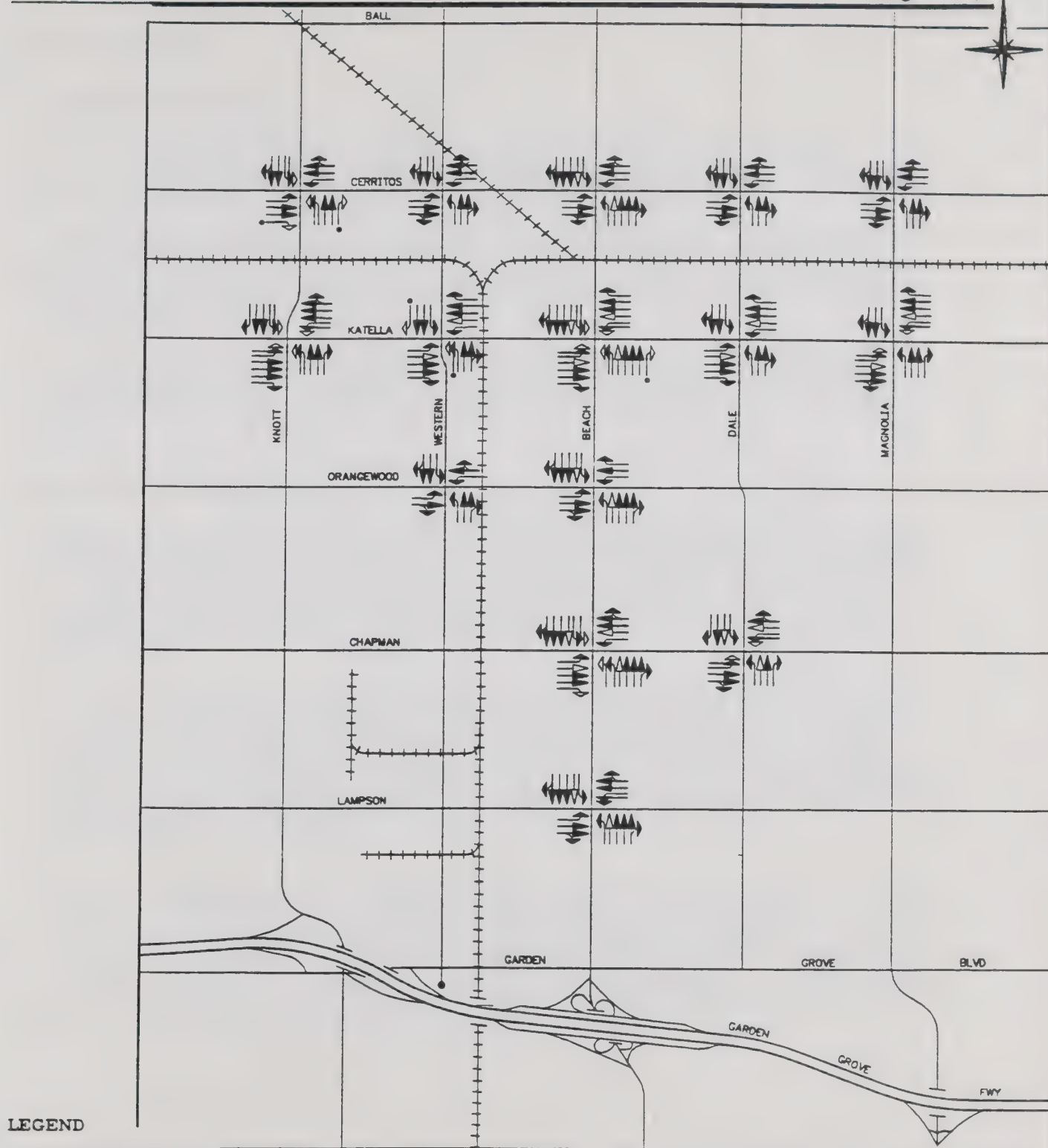
Notes: 1) Level of Service Ranges:

.00 - .60	A
.61 - .70	B
.71 - .80	C
.81 - .90	D
.91 - 1.00	E
Above 1.00	F

2) See Figure C-1 for intersection locations.

Intersection		Post-2010	
		AM	PM
4. Knott Avenue & Cerritos Avenue:	Post-2010 Base Add: 1 NB right 1 NB and EB right	.67 .67 .67	.97 .90 .85
6. Western Avenue & Katella Avenue:	Post-2010 Base Add: 2 NB lefts 1 SB right	.91 .80 .87	.80 .76 .75
12. Beach Boulevard & Katella Avenue:	Post-2010 Base Add: 1 NB right	.89 .85	1.05 1.01
Notes: 1) Level of Service Ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 - 1.00 E Above - 1.00 F 2) See Figure C-1 for intersection locations. 3) NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound			

POST-2010 LANE CONFIGURATIONS (Committed and Possible Mitigation)



SOURCE: AUSTIN-FOUST ASSOCIATES, INC.

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3.3.2 Electricity

Environmental Setting

Southern California Edison Company (SCE) provides electricity to both franchised and private consumers in the City of Stanton. At present SCE plans a major project to underground the existing overhead electric facilities on Katella Avenue, between Beach Boulevard and Dale.

At present, unless the demand for electric generating capacity exceeds SCE estimates, and provided there are no unexpected outages to major sources of electrical supply, there should be adequate levels of electricity available to the City for the next several years.¹⁰ Current average electric consumption for the City is 120,000,000 kWh per year.

In recent years, electric consumption within the City has remained stable and is expected to remain stable. Current conservation measures on the part of Edison's customers has resulted in energy savings. The optimization of electric conservation measures for the City would contribute to the overall goal of energy savings.

Environmental Impacts

The total capacity of the SCE system is expected to increase annually, and new electric generation resources have been planned and are expected to be adequate to serve all customers loads during peak demand periods during the 1990's. It is expected that new development would require electric services, and as additional electric facilities are required by the City, new development may be responsible for providing these updates or additional electrical facilities, depending on the circumstances specific to each development project.

The changes in land use through buildout according to the Preferred Alternative have potential to increase electric consumption in both residential and non-residential uses, based on increased intensity of development. There is potential for the addition of 1,347 new dwelling units. There would also be potential to increase industrial uses by 17 percent, general office uses by 103 percent, combined retail (regional and community commercial) by 170 percent which includes 15,000 square feet of commercial development within the Civic Center area. Changes in public/institutional are mainly accounted for by development of the Civic Center Area.

According to Table 20, the net impact on the use of electric power would be to increase consumption by an estimated 35,096,721 kWh per week, increasing the City's electric consumption to a total of 155,096,721 kWh per day on average. About 77 percent of the increased consumption would be from development of non-residential uses while the remaining 13 percent of the increase would be attributed to residential development. SCE reviewed the City's Notice of Preparation for the project and has determined that the project would not significantly impact its operations, and has indicated it would like to receive the draft EIR for further review and comment.¹¹

¹⁰ Response to Public Service Questionnaire, J.A. Ritter, Area Manager SCE, 04/11/89.

¹¹ Response to NOP, from A.D. Aguilar, Area Manager, SCE, 01/10/91.

**TABLE 20
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
IMPACTS¹ ON ELECTRICITY CONSUMPTION
WITH THE PREFERRED ALTERNATIVE AT BUILDOUT
COMPARED TO EXISTING CONDITIONS**

Land Use Designation	Units Added (in DUs, square feet, acres) ²	Generation Factor ³	Added Electricity Consumption, in kWh per Year
ADDED BY RESIDENTIAL DEVELOPMENT			
Residential, All Types ⁴	1,347 DUs	8,081 kWh/unit/yr.	8,191,107
ADDED BY NON-RESIDENTIAL DEVELOPMENT			
Industrial	601,108 sq.ft.	8.8 kWh/sq.ft./yr.	5,289,750
General Office	1,537,700 sq.ft.	8.8 kWh/sq.ft./yr.	13,531,760
Regional Commercial	350,700 sq.ft.	11.8 kWh/sq.ft./yr.	4,138,260
Community Commercial ⁵	319,702 sq.ft.	11.8 kWh/sq.ft./yr.	3,772,484
Open Space/Recreational	4 acres	N.A.	0
Public/Institutional ⁶	19,700 sq.ft.	8.8 kWh/sq.ft./yr.	173,360
Subtotal, Non-residential:			26,905,614
TOTAL:			35,096,721
¹ Impact based on change between existing conditions and the Preferred Alternative at buildout. ² Change in DUs from Table 5; change in square footage from Table 5; change in acres from Table 4. ³ Generation factors from SCE Service Area, "Common Forecasting Methodology VI, Demand Forecast," SCE. Submitted to California Energy Commission August 1985, Forms Z-3, 2R, E-3, 2C and E-4.1. Forecast year is 1990. ⁴ Includes DUs added by Civic Center Area development. ⁵ Includes an estimated 204,702 square feet (FAR added) plus 115,000 square feet from the commercial center at the Civic Center Area. ⁶ Impacts from Civic Center Area development of CARC and new City Hall. See SCH# 90011124, EIR for the Stanton Civic Center Area for details.			

Mitigation Measures

No mitigation measures required, however the City shall consider adopting the following requirement:

1. An applicant for a specific project shall contact SCE to consider joint trenching in coordination with other utilities planned, such as telephone and cable TV services.

3.3.3 Natural Gas

Environmental Setting

The Southern California Gas Company (SCGC) owns natural gas facilities within in the City of Stanton. SCGC was unable to provide an estimate of overall natural gas consumption for the city. System Area Averages for residential uses are estimated at 1,095 therms/year/DU for single-family residences, and range from 580 to 640 therms/year/DU for multi-family uses. Those estimates are based on studies conducted in 1975 by SCGC, and are only used for planning purposes. Estimates for gas uses for non-residential are developed on an individual basis, for new development.

Environmental Impacts

The changes in land use have potential to increase development of both residential and non-residential consumption of natural gas. There is potential for the addition of 1,347 new dwelling units. There would also be potential for new and enhanced non-residential development up to 670,402 square feet of retail (includes 115,000 square feet from Civic Center), 1,537,700 square feet of office, and 601,108 square feet of industrial uses. Table 21 summarizes the impacts of development to buildout according to the Preferred Alternative. There would be an average monthly increase in natural gas consumption of 13,168,991 cubic feet per month. Residential uses would add 47 percent of the expected increase and non-residential uses would increase consumption by an additional 53 percent. SCGC has indicated¹² that gas service to Stanton could be provided, in accordance to company policies and extension rules on file with the California Public Utilities Commission, from existing mains with no adverse impacts expected. SCGC noted that, as a public utility, it would be under the jurisdiction of the federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Energy conservation programs are available, upon request, to assist development projects in selecting the most energy efficient appliances or system for a particular project. Since natural gas is a non-renewable energy resource, it would be advisable that new development projects contact the SCGC representative for specific recommendations on the most energy efficient applications or systems available for that specific project.

Mitigation Measures

Although there are no significant impacts expected from adoption of the Preferred Alternative of the General Plan, the following mitigation measures would ensure maximum energy conservation:

1. The City shall require that applicants for new development projects contact the Southern California Gas Company, Technical Supervisor, Orange County Division, P.O. Box 3334, Anaheim, at phone number (714) 634-3180 to determine whether the specific project would qualify for any of SCGC's energy programs, and to request assistance in selecting the most energy efficient appliances or systems for that specific project.

¹² Public service letter from Bill Glines, Technical Supervisor, SCGC, 04/20/90; response to NOP from R.B. Aarvig, Technical Supervisor, SCGC, 12/10/90 confirms that earlier response.

TABLE 21
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
IMPACTS¹ ON NATURAL GAS CONSUMPTION WITH THE PREFERRED
ALTERNATIVE AT BUILDOUT COMPARED TO EXISTING CONDITIONS

Land Use Designation	Units Added (in DUs, square feet, acres) ²	Generation Factor ³	Added Natural Gas Consumption, in Cubic Feet (cf) per Month
ADDED BY RESIDENTIAL DEVELOPMENT			
Low Density Residential	309 DUs	6,665 cf/month/unit	2,059,485
Medium and High Density Residential	1,038 DUs	3,918 cf/month/unit	4,066,884
Subtotal, Residential:⁴	1,347 DUs		6,126,369
ADDED BY NON-RESIDENTIAL DEVELOPMENT			
Industrial	601,108 sq.ft.	3.3 cf/month/sq.ft. ⁵	1,983,656
General Office	1,537,700 sq.ft.	2.0 cf/month/sq.ft.	3,075,400
Regional Commercial	350,700 sq.ft.	2.9 cf/month/sq.ft.	1,017,030
Community Commercial ⁶	319,702 sq.ft.	2.9 cf/month/sq.ft.	927,136
Open Space/Recreational	4 acres	N.A.	0
Public/Institutional ⁷	19,700 sq.ft.	2.0 cf/month/sq.ft.	39,400
Subtotal, Non-residential:			7,042,622
TOTAL:			13,168,991
¹ Impact based on change between existing conditions and the Preferred Alternative at buildout. ² Change in DUs from Table 5; change in square footage from Table 5; change in acres from Table 4. ³ Generation factors from SCAQMD 1987 update, except industrial uses. ⁴ Includes DUs added by Civic Center Area development. ⁵ SCAQMD, December 1983. ⁶ Includes an estimated 204,702 square feet (FAR added) plus 115,000 square feet from the commercial center at the Civic Center Area. ⁷ Impacts from Civic Center Area development of CARC and new City Hall. See SCH# 90011124, EIR for the Stanton Civic Center Area for details.			

2. The City shall consider requiring that new development project applicants contact SCGC to consider joint trenching in coordination with other utilities planned, such as electricity, and cable TV services.

3.3.4 Telephone Service

Environmental Setting

General Telephone Company (GTE) provides basic local telephone services to the City of Stanton. Pacific Bell (PACBELL) also provides basic voice services. PACBELL bases their service demand projections in five-year increments, based on current demographics studies.

Both companies operate in accordance with tariffs filed with the California Public Utilities Commission. At present GTE indicates¹³ there is an undergrounding project in the planning stages, along Katella Avenue from Beach Boulevard east.

Standard Public Utilities Commission Rule 34 agreements would be entered into with the applicant for new development for deregulated (bid) basis for conduit/pathway, house cable and/or riser cable beyond the demarcation (minimum penetration point) at the applicants option. An applicant for a specific project is advised by GTE to consider joint trenching in coordination with other utilities planned, such as electric and cable TV services.

Environmental Impacts

The types of planning changes expected to adversely impact General Telephone Company facilities or ability to provide services to the City include those that require relocation or undergrounding of existing facilities. The telephone company notes that its easements and right-of-ways are important in continuing to provide an adequate level of service to the City. PACBELL indicates¹⁴ that the telephone service demand for the City has remained consistent over the past five years. PACBELL has no planned expansions or relocations of their existing facilities. No type of land uses are expected that have the potential to adversely impact PACBELL's facilities or ability to provide services to Stanton.

To continue to provide adequate telephone services to the City, PACBELL has noted that timely notice of any long-term extraordinary growth would be especially helpful. The Preferred Alternative has potential to increase development of both residential and non-residential land uses, and to increase the City's development intensity. There is potential to add up to 1,347 new dwelling units; 601,108 square feet of industrial uses; 1,537,700 square feet of office uses; 670,402 square feet of retail uses which includes 115,000 square feet of commercial use within the Civic Center area; and approximately 19,700 square feet of Civic Center related public/institutional uses. This increase in development is expected to occur gradually; and, as a service provider, if PACBELL were informed of large proposed development projects, the necessary telephone facilities improvements required to service this development potential could be planned.

¹³ Response to Public Service Questionnaire, from Bob Mazzola, GTE California, received 04/09/90.

¹⁴ Response to Public Service Questionnaire, Mr. Guerro, Pacific Bell, received 04/09/90.

Mitigation Measures

1. The City shall require that new development project applicants contact both GTE and PACBELL to determine if any specific project would have an impact on any of their respective facilities or rights-of-way; and if so, to provide recommendations to reduce those impacts to a level of insignificance.
2. The City shall consider requiring that new development project applicants contact the telephone company it chooses to contract with to consider joint trenching in coordination with other utilities planned, such as electricity, natural gas, and cable TV services.

3.3.5 Cable

Environmental Setting

The Paragon Cable System Company, of Garden Grove, owns the existing television cable lines in the city of Stanton. These lines are adequate to serve current city of Stanton cable service needs, according to the company. There are plans to expand the existing facilities within the City. Paragon is planning on an additional cable plant, which the company will fund. Typically, cable television companies determine future service needs based on the demand from residential and hotel uses.

Current trends in the cable television business within the city of Stanton indicate that a request for these services is increasing slightly. To continue provision of adequate levels of television cable services to the community, it would be helpful to provide an early knowledge of new construction opportunities, and joint trench opportunities.

Environmental Impacts

Paragon has indicated¹⁵ that changes in land uses which would force the replacement of existing aerial facilities to underground facilities would adversely impact the existing and planned cable television facilities or ability to provide long-term services to the City of Stanton. The General Plan does not include establishing any ordinance which would require replacement of existing aerial facilities to underground facilities, therefore the environmental impacts are not significant.

Mitigation Measures

Although there are no anticipated significant impacts, the following mitigation measures would prevent unanticipated impacts:

1. The City shall consider requiring all applicants for new development projects contact Paragon Table TV Company to determine whether the proposed project has the potential to impact its existing facilities.
2. The City shall consider requiring all applicants for new development to contact the cable TV company (if any) to consider joint trenching in coordination with other utilities planned, such as electricity and natural gas services.

¹⁵ Response to Public Service Questionnaire, received 04/04/90.

3.3.6 Water Service

Environmental Setting¹⁶

Water supply and distribution in Stanton is provided by the Southern California Water Company's West Orange County System. This system is regional in nature and also provides water to the Cities of Cypress, Los Alamitos and surrounding county areas. Since the system is regional, all discussion of system capabilities must be considered in the context of the entire West Orange County System (WOCS).

Total water consumption in the WOCS was about 19,240 acre feet in 1989. About 22 percent of the customers in this system have Stanton addresses. Southern California Water Company (SCWC) estimates an average water consumption for Stanton at 4,214 acre feet per year. The City has experienced no significant change in water system demands, with no recent changes in either average or maximum daily water consumption demands. SCWC indicates that water consumption factors are available only on a system wide basis, and are not calculated for specific land uses. For the WOCS as a whole, the average daily water consumption is 663 gallons per customer, with a maximum daily demand of about 1,117 gallons per customer.

Stanton, through WOCS, obtains its water supply from wells and purchased water connections from MWD. Most of the wells are chlorinated. The MWD water is treated through a process of flocculation, sedimentation, filtration, and chloramination. All City of Stanton water sources are of good quality, and meet all Federal and State requirements.

There are existing deficiencies in the Western Orange County System. These deficiencies are in the lack of water storage facilities to meet peak hour and fire flow demands. These demands are currently met by taking peak demands from Metropolitan Water District (MWD) connections. However, the MWD has recently proposed operational rules which reduce the ability of the WOCS to meet its demands in this manner, and additional water storage tanks are needed. SCWC is considering construction of new water storage facilities at the Brady Plant and the Claire Plant.

Use of water in the City has remained about the same in recent years, with no trends in either average or maximum daily water consumption. A facilities deficiency exists, specific to Stanton, where the City has a relatively small number of old, undersized water mains. The company is planning to install new water mains to replace undersized steel and cast iron mains, and to improve fire flows, throughout the system. In addition, WOCS is expected to install about 5,000 feet of new water mains each year.

Generally, revenue for SCWC is generated primarily through water bills. New development projects are also assessed a fee of \$1,000 per unit of residential development or \$5,000 per acre for non-residential uses to pay for new water supply facilities.

¹⁶ Response to Public Service Questionnaire, William McDonald, Chief Engineer, Southern California Water Company, 04/11/90.

Environmental Impacts

The proposed change in land uses have potential to increase water consumption. Table 22 identifies the additional water consumption expected if the Preferred Alternative's maximum development were to occur. There would be an increase in water consumption by about 644,326 gallons per day. This demand is not expected to be significant.

However, with each new development project additional water resources would be used. There is potential with the Preferred Alternative for additional residential and non-residential development and for enhanced non-residential development. Implementation of the Preferred Alternative is expected to add 1,347 new dwelling units by buildout. There is also potential for new and enhanced non-residential development to add up to 670,402 square feet of retail which includes 115,000 square feet of commercial use within the Civic Center area, 1,537,700 square feet of office, 601,108 square feet of industrial uses, and 19,700 additional square feet of public/institutional uses.

It is the goal of the General Plan that a water delivery system which adequately meets the present and future needs of the City be provided. The Preferred Alternative includes a provision that the City shall require development applicants to coordinate with the appropriate water providing agency to ensure adequate water provision.

Since Southern California is subject to periodic severe drought conditions, the conservation of water resources is an important environmental consideration. The region has been experiencing drought conditions for about five years. New standards for water conservation may be developed at any time, and it is in the City's best interest to keep informed of such developments. As a specific development project is considered, the potential impact on the existing water system would need to be considered, as part of the development application process. The implementation of water conservation practices recommended by the Department of Resources would reduce potential waste of this valuable resource. The Preferred Alternative's goal to provide an adequate water delivery system includes development of a public education program to encourage water conservation practices, and the incorporation of water conservation measures in day-to-day City operations. A number of State and regional agencies provide information which can be incorporated into both the public education program and other implementing actions of the General Plan. Fire flow requirements are addressed in Section 3.3.10, Infrastructure and Community Development, Fire Protection.

Mitigation Measures

The City shall require compliance with the following State laws requiring water-efficient plumbing fixtures in structures:

1. Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings as follows:

"After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."

**TABLE 22
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
IMPACTS¹ ON WATER CONSUMPTION/WASTEWATER GENERATION
WITH THE PREFERRED ALTERNATIVE AT BUILDOUT
COMPARED TO EXISTING CONDITIONS**

Land Use Designation	Units Added (in DUs, square feet, acres) ²	Generation Factor ³	Increased Water Consumption/Waste water Generation, in Gallons per Day (GPD)
ADDED BY RESIDENTIAL DEVELOPMENT			
Low Density Residential	309 DUs	522 GPD/unit	161,298
Medium and High Density Residential	1,038 DUs	241 GPD/unit	250,158
Subtotal, Residential:⁴	1,347 DUs		411,456
ADDED BY NON-RESIDENTIAL DEVELOPMENT			
Industrial	1,202 employees ⁵	50 GPD/employee	60,100
General Office	4,393 employees	30 GPD/employee	131,790
Regional Commercial	701 employees	30 GPD/employee	21,030
Community Commercial ⁶	639 employees	30 GPD/employee	19,170
Public/Institutional ⁷	26 employees	30 GPD/employee	780
Subtotal, Non-residential:			232,870
TOTAL:			644,326
¹ Impact based on change between existing conditions and the Preferred Alternative at buildout. ² Change in DUs from Table 5; change in square footage from Table 5; change in acres from Table 4. ³ Generation factors for residential based on "Seasonal Components of Urban Water Use in Southern California," Table III-2 Weighted Averages for single and multi-family uses, PMCL, February 1990. Non-residential uses from L. Lewis, Sewer Design, Los Angeles City. Confirmed as reasonable assumptions; telephone conversation with William McDonald, Chief Engineer, Southern California Water Company, 06/03/91. ⁴ Includes DUs added by Civic Center Area development. ⁵ Employee assumptions based on Table 9. ⁶ Includes an estimated 204,702 square feet (FAR added) plus 115,000 square feet from the commercial center at the Civic Center Area. ⁷ Impacts from Civic Center Area development of CARC and new City Hall. See SCH# 90011124, EIR for the Stanton Civic Center Area for details.			

2. Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.
3. Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.
4. Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.

5. Title 24, California Administration Code Sections 2-5352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam condensate return piping and recirculation hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.
6. Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.
7. Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

The City shall require compliance with the following Department of Water Resources recommendations where applicable.

Interior

8. Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
9. Drinking fountain: Drinking fountains be equipped with self-closing valves.
10. Hotel rooms: Conservation reminders be posted in rooms and restrooms.¹⁷ Thermostatically controlled mixing valve be installed for bath/shower.
11. Laundry facilities: Water-conserving models of washers be used.
12. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.¹⁸
13. Ultra-low-flush toilets: 1-1/2 gallon per flush toilets be installed in all new construction.

Exterior

14. Landscape with low water-using plants wherever feasible.
15. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
16. Group plants of similar water use to reduce overirrigation of low-water-using plants.

¹⁷ The Department of Water Resources or local water district may aid in developing these materials or providing other information.

¹⁸ Ibid.

17. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.
18. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
19. Preserve and protect existing trees and shrubs. Established plans are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.
20. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
21. Grade slopes so that runoff surface water is minimized.
22. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.

3.3.7 Wastewater/Sewer Service

Environmental Setting

The City recently retained the firm of Robert Bein, William Frost and Associates to provide an inventory and analysis of the existing physical infrastructure, including the City's wastewater/sewage system. That inventory and analysis, which provides complete details of the City's sewer system, is available for review through the City's Engineering Department. A brief summary of the inventory for the sewage system is provided below:

The City of Stanton operates and maintains a sewage collection system which receives flows from some 2,800 (exact number to be determined as part of Sewer Master Plan) acres of tributary area. The majority of this drainage area lies within the City limits, however, approximately 600 acres of residential and commercial land located in Anaheim and Garden Grove, north and east of the City of Stanton, is tributary to several Stanton trunk and collector sewers. The general direction of sewage flow within the City is from north to south. Flows from City sewers are delivered to County Sanitation Districts of Orange County (CSDOC) District No. 3 interceptor sewers, which convey flows to CSDOC's treatment and outfall facilities.

The City's sewage collection system was previously operated under the authority of two utilities - Stanton County Water District (SCWD) and Garden Grove Sanitary District (GGSD) (through the City of Garden Grove). Portions of the City northwest of Beach and Chapman and northeast of Beach and Orangewood were operated by SCWD. Portions south of these intersections were operated by GGSD.

CSDOC Trunk Facilities

Within the City of Stanton, there are three major and one minor CSDOC trunk/interceptor sewers which receive and convey flows from the City.

City of Stanton Trunk Facilities

For purposes of the wastewater/sewer system inventory/analysis, the City's trunk sewer facilities are defined on the basis of size and/or function. Sewers 12 inches in diameter and larger, as well as those sewers 8 and 10 inches in diameter which convey significant flows and connect to CSDOC trunk lines are considered to be trunk facilities.

A number of City trunk sewers have been identified and classified by the CSDOC trunk line to which they are tributary. A description of these City trunk sewers is available on file with the City.

City of Stanton Collector Facilities

The City has an extensive network of 6-inch and 8-inch collector sewers. The facilities inventory map on file with the City's Engineering Department contains information as to their location and size.

Existing Siphons and Sewage Lift Stations

There are several existing siphon structures, and one existing sewage lift station operated within the City's sewage collection system.

In addition to the inventory/analysis conducted by Bein, Frost and Associates, the Public Works Department¹⁹ of the City was contacted regarding existing capacity and adequacy of the sewerage system. According to that Department, the existing wastewater/sewerage facilities are maintained by the City, as part of the Orange County Sanitation District. The existing wastewater/sewerage system is considered to be barely adequate for the present needs in the City of Stanton.

There are no wastewater treatment plants located within the City. There are two wastewater treatment plants which serve the City, owned and operated by the Orange County Sanitation District. Treatment Plant 1 is located in Fountain Valley and has a capacity of 60 million gallons per day (MGD). Treatment Plant 2 is located in Huntington Beach and has a capacity of 200 MGD. Primary expansion of Plant 1 for an additional 60 MGD is in progress.²⁰ At present, the average annual wastewater generated within Stanton is estimated at 5.6 MGD. An additional 1.8 MGD flows into the City's sewage collection system from other cities which pass through the City wastewater facilities. Detailed recommended improvements to the sewer system infrastructure are provided in the City of Stanton Sewer Infrastructure Analysis.²¹ The issue which the Public Works Department sees as important in continuing to provide sewerage services to the City of Stanton is that of inadequate capacity caused by expanded growth. User fees to pay for increasing transit facilities, i.e., increased size of sewer lines, would provide a means of alleviating this problem.

Environmental Impacts

Table 22 (Section 3.3.6) summarizes impacts on sewage generation. The generation factors used in that table are somewhat greater than the rates the City suggested for estimating wastewater. However, since there is a direct relationship between water consumption and wastewater generation, the higher rates are used, assuming the "worst case" impact would be that all water generated would eventually contribute to the wastewater flows.

Accordingly, the impact of the proposed change in intensification of residential and non-residential land uses would be to increase the average daily wastewater generation by about 664,000 GPD. This increase represents a moderate increase, of about 12 percent, in the average annual wastewater generation (5.6 MGD) for the City. Provided adequate infrastructure improvements are made, the increase in wastewater would be an insignificant impact. Since the Preferred Alternative proposes to create a comprehensive development impact fee program by ordinance which would include funding for sewer infrastructure improvements it is assumed that the impacts are insignificant.

Mitigation Measures

No adverse impacts, and no mitigation measures are required.

¹⁹ Source: Response to public service questionnaire, from Fred Roos, 03/02/90.

²⁰ Telephone conversation with Corinne Clawson, Orange County Sanitation District, 01/22/91.

²¹ City of Stanton, Sewer Infrastructure Analysis, Robert Bein, William Frost and Associates, June 1990.

3.3.8 Flood Control

Environmental Setting

The City of Stanton is located in the alluvial plains formed by the Santa Ana River. The city has an extremely mild topographic relief and drainage follows a general northeast to southwest pattern. The City is included in portions of five regional watersheds, designated as Areas "A" through "E", each of which extends beyond Stanton's boundaries. A watershed refers to the area drained by a particular river or river system.

The potential for flooding is part of a complex system, involving physical geography of land and water, built physical infrastructure, and land uses. The ecological framework involves the soil-water system, which involves the relationships between water and land. The components involved include: amount of precipitation, evapotranspiration (water need and water use), soil-water storage, location of rivers and other surface waters, groundwater, soils and bedrock, plant life, and man-made structures or land uses which may alter the conditions of the relationship between these components of the system. Soils are classified by hydraulic groups according to their degree of infiltration. Infiltration is the process of water penetrating the soil surface and flowing downward through the spaces between the soil particles. These hydraulic ratings are based on a scale of A through D, where type "A" soils absorb the greatest amounts of water and "D" soils absorb the least. When rain falls too rapidly to be absorbed into the soil the excess water, or runoff, flows as a layer of water on the soil surface in the direction of ground slope. The majority of Stanton consists of Soil Group "B", with a small portion consisting of Soil Group "C". Group "B" soils are moderately well to well drained, whereas Group "C" soils drain less well, and tend to produce runoff. Development has the potential to significantly alter drainage patterns, however, compared with land in its natural condition, and Stanton is no exception.

The portion of any given site overcovered by impervious materials such as asphalt or buildings produces 100 percent of the maximum runoff, which will drain downwards in the direction of the slope of that site. Only the portions of a site which include bare ground, or are overcovered with plant material, whether as landscaping or weed groundcover, have the potential to absorb water according to the infiltration capacity of the particular soil type. Where plant cover is present, there will generally be less evaporation and less runoff than bare ground because plants hold water and allow more time for water to percolate through the soil-water belt, or the near-surface soil layer from which plants can draw moisture. At present, much of the City is overcovered by impervious surfaces such as asphalt surface parking facilities, streets, sidewalks, and rooftops of the existing buildings. This condition is typical of a largely built out urban environment.

Southern California has a long history of recurrent but infrequent flood problems, documented by historic records extending back to the records of the California missions dating back to 1770. Orange County has developed a system of flood control facilities including: storm drains, channels, dams, and preservation of natural floodways, to prevent damage from storm runoff.²² Flood Hazard Zones as are established by the Federal Emergency Management Agency (FEMA). According to FEMA's maps of Orange County, dated September 15, 1989, all of the City is located within the Zone "X" flood hazard zone. Zone "X" is identified as an area of moderate or minimal hazard from the principal source of flood in the area.

²² Orange County Flood Control District Hydrology Manual, Orange County Flood Control District, 1980.

Principal source of flood in the Stanton area refers to runoff from storm waters, including overbanking of the Santa Ana and Santiago Rivers.²³ Buildings in the "X" zone could be flooded by severe concentrated rainfall coupled with inadequate drainage systems. Failure of a local drainage system could create areas of high flood risk within Zone "X".²⁴ The goal of the Orange County Flood Control District (OCFCD) is to provide 100-year return frequency flood protection²⁵ for all habitable structures and other non-floodproof structures. Additionally, drainage improvements in sump locations on arterial highways are required to be designed for 25-year return frequency storms with one travel lane in each direction free of ponding.²⁶

Any community located within a 100-year floodplain is assumed to have a one percent chance of being hit by a flood of a given size in any given year. Communities located within the identified 100-year floodplain which have experienced a 100-year flood in a given year have exactly the same chance, one percent, of being hit by an equal or larger flood in the next year.²⁷

Flood inundation due to river overflow is only one type of flooding hazard in the County. According to the Orange County Safety Element, the City is located within the Prado Dam inundation area, which means that if that dam were to fail, the City would be impacted. Prado dam and reservoir, completed by the Corps of Engineers in 1941, were intended to provide flood protection to the Lower Santa Ana River basin. This earthen dam and its reservoir were designed in the 1930s to control floods of magnitudes based on anticipated future development of the watershed for development *as anticipated in the 1930s*. The pace of development in Southern California has accelerated since that time and many of the assumptions about "future" development valid in the 1930s are no longer valid today. Intense urbanization and development of the drainage area have created changes which were not anticipated at the time the dam and reservoir were designed. Historical data on rainfall and runoff, coupled with advances in predicting future flood potential, show Prado Dam presently offers only 70-year flood protection²⁸ (Figure 15). In addition, the dam is located in an active seismic area, close to regional fault lines. This increases the potential of dam failure, including overtopping due to seiching during seismic activity or landsliding.

²³ Note that these storm drain facilities are *not* designed to control flooding caused by failure of the Prado Dam (see Section 3.4.2), and all of Stanton lies within the Prado Dam failure inundation area. Zone "X" (outside the 100-year flood) refers *only* to flood potential from storm runoff causing overbanking of rivers, and does not address the probability of flooding by dam failure.

²⁴ Master Drainage Plan Update for the City of Stanton, Vol. I., Robert Bein, William Frost and Associates, October 12, 1990.

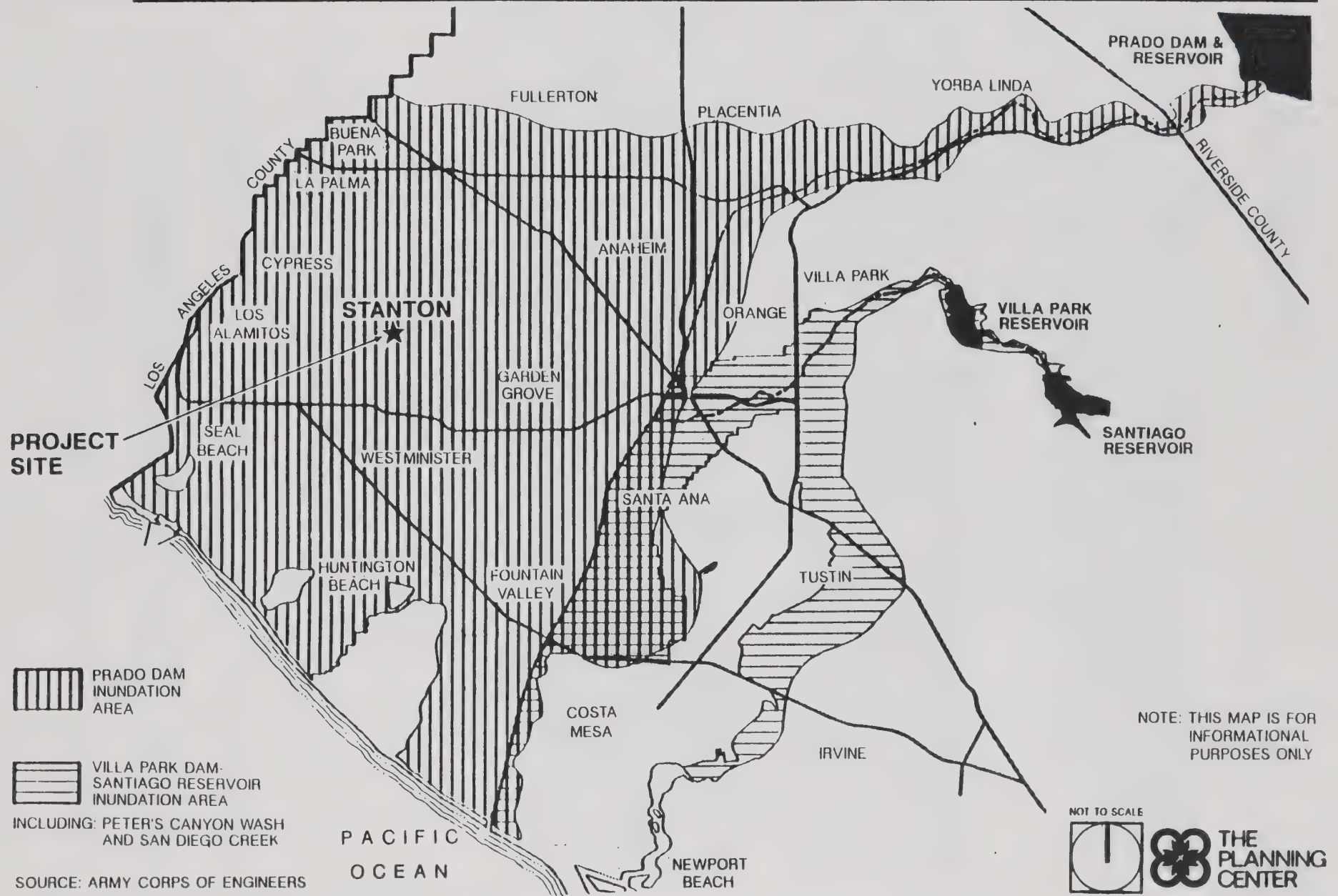
²⁵ In other words, protection from the 100-year flood. See Section 3.4.5 (Seismic) for discussion of the 100-year flood.

²⁶ City of Stanton Inter-office Memo from Robert L. Woodings, PWD/CE to Greg Beaubien, Interim City Manager, 04/19/89, RE: Engineer's Report on Drainage Impacts and Mitigations for 335-unit Senior Housing Complex at 7022 Katella Avenue.

²⁷ Surficial Geology: Building with the Earth, John E. Costa and Victor R. Baker, p. 362, John Wiley & Sons, New York, 1981.

²⁸ Component II: Advance Planning Program, Safety Element, County of Orange, Environmental Management Agency, Advance Planning Division, August 26, 1987.

PRADO DAM AND SANTIAGO RESERVOIR INUNDATION AREAS



Seicheing refers to oscillation in enclosed bodies of liquid, including dams or other landlocked bodies of water.²⁹ The resulting disaster could affect Stanton as well as other communities located in the dam inundation area. The Santa Ana River Main Stem Federal Project is a comprehensive flood control program focusing on improvements along the Santa Ana River, and includes plans to improve the Prado Dam. Responsible agencies for that project are the U.S. Army Corps of Engineers and the Orange County Flood Control District. A seicheing hazard from seismic activity or landsliding can also occur in storage tanks, and secondary hazards could occur if storage tanks contained hazardous materials.

Existing Flood Control System

In 1971 VTN Consultants recommended a Master Drainage Plan (MDP) for the City. The MDP described existing drainage deficiencies, proposed drainage facilities, costs priorities based on needs and a financing plan for the implementation of the MDP. The 1971 report was updated in 1985 by BSI Consultants for the reimplemention of the MDP. The 1985 updated MDP was equivalent in scope to the 1971 MDP. Hydraulic conditions and design criteria were roughly the same as the original MDP. In 1971, the Master Drainage Plan program forecasted an estimated \$3.7 million for storm drain capital expenditures. By 1985 approximately 33 percent of the recommended facilities of the 1971 MDP were constructed. The majority of the recommended improvements established in the updated 1985 MDP have not been implemented, due to financial constraints.³⁰

Due to revision of the Orange County Environmental Management Agency Hydrology Manual and design criteria in 1986, the 1985 MDP needed to be updated to reflect new design criteria and rainfall data. Previous studies have indicated that the new hydrology criteria may increase design flowrates 10-15 percent. The City recently contracted with Robert Bein, William Frost and Associates to provide an inventory and analysis³¹ of the existing physical infrastructure, including storm drains. The existing drainage facilities within the City of Stanton have been defined into three groups. These groups have been delineated within areas of responsibilities for their financing and implementation. The groups include those facilities that are the responsibility of 1) Orange County Flood Control District, 2) the City of Stanton, and 3) private owners. Information describing the various facilities were derived from the reports "Master Drainage Plan for the City of Stanton," prepared by VTN Corporation dated June 1971 and "Engineers Report, Master Drainage Plan Update for City of Stanton" prepared by BSI, Inc. dated June 1, 1988. These are more specifically defined as:³²

²⁹ An example of catastrophic flooding caused by overtopping occurred in Vajort, Piare Valley, Italy when a reservoir was overtopped by debris from a landslide, killing about 2,100 people.

³⁰ Master Drainage Plan Update for the City of Stanton, Volume I, Robert Bein, William Frost and Associates, October 12, 1990.

³¹ City of Stanton Infrastructure Inventory/Analysis, Phase II Inventory Report, Robert Bein, William Frost and Associates, March 1990; Master Drainage Plan Update for the City of Stanton, Vol. I, Robert Bein, William Frost and Associates, October 12, 1990.

³² City of Stanton Infrastructure Inventory/Analysis Phase II: Inventory Report, Robert Bein, William Frost and Associates, March 1990.

Group 1 - Regional Drainage Facilities

These facilities consist of the relatively large drainage facilities that traverse the City of Stanton and are the responsibility of Orange County Flood Control District to plan, finance and implement.

Group II - Local Drainage Facilities

These facilities are the existing drainage facilities which extend from the regional drainage facilities that are the responsibility of the City of Stanton. These facilities serve multiple properties and public right-of-ways within the City limits.

Group III - Minor Local Facilities

These facilities which extend from the local drainage facilities of the City of Stanton provide isolated benefit within a local drainage area or solely serve an individual property owner. These facilities are the responsibility of the private property owner. The review and inventory of these facilities are not included as part of the MDP.

A detailed inventory of the flood control system in Stanton was recently conducted by Bein, Frost, and Associates. Individuals and agencies interested in the specifics of the inventory and analysis of the physical infrastructure in Stanton should contact the City's Public Works Department for more detailed information on location of these facilities, as it relates to project specific interests.

In addition to the inventory, a Master Drainage Plan Update (MDPU) was completed in October 1990. The primary intentions of this study was to update the 1985 MDP according to the 1986 Hydrology manual guidelines and criteria, review existing facilities sizes and deficiencies, and recommend a MDP which establishes guidelines for required improvements within the City of Stanton. An estimated MDP cost was computed to be \$11,667,381. In addition to specific mitigation to upgrade the system, priorities for construction of the recommended improvements was also included. The study recommended that the City develop specific methods for implementation of the Master Plan drainage facilities within the City, and that possible methods of financing the facilities should be studied.³³

The City's Public Works Department was also contacted to determine the capacity and adequacy of the existing flood control facilities throughout Stanton.³⁴ The Department has indicated that it hopes to add additional drainage facilities, to improve the adequacy of the system. Presently there is no money to implement necessary improvements in drainage structures. Should the City allow development which increases the amounts of impermeable surfaces, such as roofs, paved parking lots, and streets, this is expected to adversely impact the ability of the existing storm drain and conveyance facilities to serve the City, beyond the existing inadequacies.³⁵

³³ Master Drainage Plan Update for the City of Stanton, Vol. I, Robert Bein, William Frost and Associates, October 12, 1990.

³⁴ Response to Public Service Questionnaire from Frederick Roos, Former Public Works Director/C.E., City of Stanton, March 1990.

³⁵ Ibid.

Environmental Impacts

The General Plan would allow some development which increases the amounts of impermeable surfaces, such as roofs, paved parking lots, and streets, this is expected to adversely impact the ability of the existing storm drain and conveyance facilities to serve the City, beyond the existing inadequacies. Implementation of the Preferred Alternative of the General Plan has potential to add 1,347 new dwelling units. There would also be potential for new and enhanced non-residential development up to 670,402 square feet of retail which includes 115,000 square feet of commercial within the Civic Center area; 1,537,700 square feet of office; 601,108 square feet of industrial; and 19,700 square feet of public/institutional uses. Much of this development, particularly the enhanced development, would be on sites which are already builtout and overcovered by impervious surfaces. Accordingly runoff is not expected to increase significantly. However, detailed site plans would need to be reviewed by the City's Engineering staff, on a case-by-case basis to determine the adequacy of the existing drainage infrastructure in a project site vicinity, and to determine whether a significant amount of additional runoff would require infrastructure improvements not planned for.

The State of California Department of Water Resources provides a list of water conservation recommendations to be implemented where applicable. Recommendations which have the potential to impact drainage include installation of efficient irrigation systems that minimize runoff and use of pervious paving material whenever feasible to reduce surface water runoff and aid in ground water recharge.³⁶ Recommendations to reduce runoff generated from the proposed development should be considered carefully because the soil-water system is complex and engineering solutions to mitigate adverse impacts on one part of the system may adversely effect another part of the system. Due to existing high groundwater levels in some or all parts of the City in conjunction with moderate-to-high liquefaction potential for much of the City (see Section 3.4.5; Seismic) new development which includes some water conserving mitigation measures may inadvertently increase the liquefaction potential in the area generally. Consideration of both geotechnical and hydraulic factors in conjunction with proposed mitigation measures for new development is needed to provide an engineering solution to reduce potentially adverse impacts on the soil-water system.

The Preferred Alternative includes a goal with the intent to ensure that adequate storm drain and flood control facilities are provided to protect life and property from local flood hazards, i.e., the 100-year flood. The Plan also includes for the implementation of a continuous five-year capital Improvement program to upgrade and maintain the City's Stormwater/Flood Control facilities. The General Plan would identify development constraints for future constructions which take into consideration the National Flood Insurance Program, and requirements of local floodplain ordinances. The update also requires that a 10-year design hydrology analysis be conducted for existing watersheds and the MDP. The Plan would also include modification of the MDP by identification of the required remedial measures needed to upgrade the existing storm conveyance system. With respect to physical infrastructure and planning for the flood control system there are no adverse impacts.

³⁶ Letter from Charles R. White, Chief, Planning Branch, Southern District, State of California Resources Agency, Department of Water Resources, received 12/21/90, RE: the Stanton Civic Center Area Plan; see also, Section 3.3.6, Water, Mitigation Measures for a complete listing.

The Preferred Alternative would also increase the City's population by an estimated 3,560 persons, and increases the development potential of non-industrial uses. Since the City currently has no Emergency Plan, this increase in population and development is a significant environmental impact with the potential to increase hazard to life and property from non-local flood hazards, specifically dam failure hazards from the Prado Dam and Reservoir. Consideration of this type of hazard in development of the Stanton Emergency Plan would provide an opportunity to mitigate this non-local dam inundation flood hazard.

Mitigation Measures

1. A disaster preparedness plan to address non-localized flood hazards, specifically the flooding hazard presented by dam failure of the Prado Dam and Reservoir shall be included in the Stanton Emergency Plan (Section III-D, Community Health and Safety, Disaster Planning).
2. The City shall participate in any existing or future County, regional, State, or Federal early warning flood hazard program designed to reduce flood hazards from dam failure of the Prado Dam and Reservoir. The City shall initiate contact with the U.S. Army Corps of Engineers, the Orange County Flood Control District, and the Orange County Emergency Management Agency in consideration of this concern, and shall request information and recommendations to be incorporated into the Stanton Emergency Plan.
3. In order to reduce the potential adverse impacts the Public Works Department shall review site plans, soil, hydrologic and hydraulic engineering reports together to determine whether new development projects shall be required to implement the following mitigation measures:
4. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.
5. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.
6. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new development. This aids ground water recharge.
7. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

3.3.9 Solid Waste Services

Environmental Setting

Stanton is under the jurisdiction of the Orange County Sanitation District, and Stanton Disposal provides solid waste services to the City. Currently there are no deficiencies in the solid waste services available to the City of Stanton. The city has an approved 40,000 square foot recycling facility at the existing transfer station on Knott Street.

The average amount of solid waste generated by the City is 2,500 tons per month (TPM) or about 30,000 tons each year. Presently the Stanton Disposal services include landfill and transfer of solid wastes. Three landfills serve the project area. The Santiago Canyon Landfill located in Orange has a life expectancy of 2 years. Brea Canyon Landfill is located on Valencia in Brea and has a life expectancy of 5 years. In addition Bee Canyon Landfill located on Sand Canyon in Irvine has a remaining life expectancy of 35 years. These landfills are all owned and operated by the County of Orange. The costs for disposal at these landfills is currently \$13.75 per ton, but the rate will be increasing to \$22.75 per ton effective July 1, 1991.

The total tonnage of solid wastes generation has more or less remained about the same in recent years. There are no particular land uses which are considered to have an adverse impact on the ability of Stanton Disposal to continue to provide solid waste services.

The City is required to identify quantities of solid waste generated within its jurisdiction. Waste categories include paper, plastics, glass, metals, yard waste, other organics (e.g. food wastes), construction debris, and special wastes including hazardous materials (e.g., ash, asbestos). Solid wastes which are also hazardous are discussed in detail in Section 3.4.1, Hazardous Waste. CR &R is proposing to construct a resource recovery facility on-site of the existing solid waste transfer facility.

The State requires that the city develop an effective solid waste management plan. Such a plan is required to establish the following priorities for waste management: source reduction, recycling and composting, and environmentally safe transformation and disposal. The solid waste management plan is also required to provide for a 25 percent diversion of solid waste by January 1, 1995 and a 50 percent diversion by January 1, 2000. The City is also required to submit a Source Reduction and Recycling Element to the County by January 1, 1992.

Environmental Impacts

The General Plan as proposed has the potential to increase development of both residential and non-residential generation of solid waste. There is potential for the addition of 1,347 new dwelling units. There would also be potential for increased intensity of development up to development up to 670,402 square feet of retail including 115,000 square feet of commercial use in the Civic Center area, 1,537,700 square feet of office, 601,108 square feet of industrial, and 19,700 of public/institutional uses. An estimated 4 acres of open space/recreational land use are added, but it is assumed that much of this is in the form of right-of-way and would generate no solid waste. As shown in Table 23, a total of 24,235 pounds per day of additional waste would be added, or about 4,423 tons per year. Since the City currently generates about 30,000 tons of solid waste each year, there is thought to be about a 15 percent increase, which is not significant.

**TABLE 23
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
IMPACTS¹ ON SOLID WASTE GENERATION
WITH THE PREFERRED ALTERNATIVE AT BUILDOUT
COMPARED TO EXISTING CONDITIONS**

Land Use Designation	Units Added (in DUs, square feet, acres) ²	Generation Factor ³	Added Solid Waste, in Lbs. per Day
ADDED BY RESIDENTIAL DEVELOPMENT			
Low Density Residential	309 DUs	10 lbs./DU/day	3,090
Medium and High Density Residential	1,038 DUs	4 lbs./DU/day	4,152
Subtotal, Residential:⁴	1,347 DUs		7,242
ADDED BY NON-RESIDENTIAL DEVELOPMENT			
Industrial	601,108 sq.ft.	6 lbs./day/1000 sq.ft.	3,607
General Office	1,537,700 sq.ft.	6 lbs./day/1000 sq.ft.	9,226
Regional Commercial	350,700 sq.ft.	6 lbs./day/1000 sq.ft.	2,104
Community Commercial ⁵	319,702 sq.ft.	6 lbs./day/1000 sq.ft.	1,918
Public/Institutional ⁶	19,700 sq.ft.	7 lbs./day/1000 sq.ft.	138
Subtotal, Non-residential:			16,993
TOTAL:			24,235
¹ Impact based on change between existing conditions and the Preferred Alternative at buildout. ² Change in DUs from Table 5; change in square footage from Table 5; change in acres from Table 4. ³ Generation factors from City of Los Angeles, April 1981. ⁴ Includes DUs added by Civic Center Area development. ⁵ Includes an estimated 204,702 square feet (FAR added) plus 115,000 square feet from the commercial center at the Civic Center Area. ⁶ Impacts from Civic Center Area development of CARC and new City Hall. See SCH# 90011124, EIR for the Stanton Civic Center Area for details.			

With the Preferred Alternative, the City would establish a goal to develop a Source and Recycling Element which complies with state law and sets forth convenient and clearly defined steps for residential, commercial, and industrial solid waste generators to follow.

Although the Preferred Alternative would add some residential and non-residential development, the goal to develop a Source and Recycling Element would take into consideration means of reducing increases in solid waste caused by the proposed development. There are no adverse environmental impacts associated with implementation of the Preferred Alternative of the Proposed General Plan.

Mitigation Measures

No adverse impacts are expected, and no mitigation measures are required.

3.3.10 Fire Protection

Environmental Setting

The Orange County Fire Department (OCFD) provides full service municipal fire protection and paramedic services to the City of Stanton on a contract basis. These services include: annual fire safety of all new commercial and residential occupancies, new construction inspection, plan checks, and pre-construction site plan checks. OCFD is also responsible for administering the entire hazardous materials reporting and emergency response program for the City.

OCFD Stations which typically provide services to the community include:

TABLE 24 FIRE DEPARTMENT STATIONS THAT PROVIDE FIRE PROTECTION SERVICES TO STANTON		
	Address	Average Response Time to City
Orange County Stations		
#47	7871 Pacific St., Stanton	5 minutes, to all areas of Stanton
#17	4991 Cerritos St., Cypress	5-8 minutes, to all areas of Stanton
#25	8171 Bolsa Avenue, Midway City	5-8 minutes, to all areas of Stanton
Anaheim Stations		
#4	8801 Orange, Anaheim	6-7 minutes, to all areas of Stanton
#6	950 S. Brookhurst, Anaheim	8-10 minutes, to all areas of Stanton

These stations provide the fire protection resources of three engine companies, four truck companies and two medic units. In addition, the total resources of Division 1 of the OCFD (which is one battalion out of six) includes:

- 9 Fire Stations
- 14 Engines
- 3 Trucks
- 4 Medics
- 1 Battalion Chief
- 1 Air Utility
- 1 Water Tender
- 1 Twin Agent
- 90 Career Firefighters
- 150 Paid Call Firefighters

The Fire Department has no current plans for the expansion of personnel resources or facilities. There is no source of revenue budgeted to allow for any expansion of services needed. Since the City contracts for its fire protection services with the OCFD, any facility replacement would be based on a request from the City.

An increase in service needs is based on a combination of population factors and response times. The goal for fire protection response time is that 80 percent of calls would have a response time of five minutes or less. Fire flow requirements for various land uses are 1,500 GPM for residential uses and 3,500 GPM on up for commercial uses (depending on square footage). Sprinklers are required for all commercial projects.

The City experiences unusually hazardous urban fire risks during Santa Ana Wind conditions for large complexes with woodshake roofs. The levels of fire protection needs during recent years has remained about the same, and fire activity has remained more or less stable. OCFD indicates that it is important that the City continue to maintain adequate levels of fire protection services.

Environmental Impacts

OCFD has noted that there are no particular land uses which are expected to adversely impact the ability to continue to provide adequate levels of fire protection services for the City. Since fire protection is not directly linked to land uses, the relatively minor changes in land uses would not impact the fire department services. However, policy decisions such as budget decisions and goals of the City may directly impact fire protection.

The General Plan includes a goal to protect the residents and property of Stanton from the hazards of fire. The strategy for accomplishing that goal includes fire safety code enforcement for all buildings and the maintenance of adequate facilities and fire service personnel. The actions selected to implement that strategy include the incorporation of fire hazard mitigation provisions in the Stanton Building Codes. Since the General Plan includes a goal to provide a code enforcement program which encourages and maintains compliance with the land use code, and the General Plan includes plans to evaluate and monitor the program and to encourage greater compliance with and awareness of this program. The General Plan therefore includes an opportunity to implement the incorporation of additional fire hazard mitigations.

The development of an Emergency Plan would address responses to catastrophic fires, such as a major fire event occurring during Santa Ana wind conditions. It is essential that the Fire Department be involved in disaster preparedness planning to identify the extent of fire hazards in the City and to provide recommendations. The City would need to clarify the role of the Fire Department during a disaster event, and where needed provide additional funding for OCFD's services in disaster planning, and during and after a disaster event. The Fire Department represents the best source to identify and recommend evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures.

Under the current conditions, if a disaster event would occur, the lack of appropriate levels of disaster preparedness would hamper the City's response, which has the potential to increase hazards to life and property, and which has potential to significantly increase disaster-related costs to the City. Since the Preferred Alternative would add an estimated 3,560 new residents, an increase non-residential development intensity in an area without an Emergency Plan, this represents a significant environmental impact.

The General Plan also includes provisions to establish a program whereby new projects are assessed a pro rate fee to ensure adequate fire protection service to that development. The inclusion of such a program may provide an adequate level of funding to reduce the impact of new development to a level of insignificance, provided the pro rate fees are adequate.

Mitigation Measures

1. The Building Department code shall be updated to include fire safety hazard mitigations, as defined by the Orange County Fire Department.
2. The Emergency Plan to be developed for the City shall plan for appropriate response to urban fire hazards during Santa Ana wind conditions.
3. The Emergency Plan shall identify the role which the Fire Department is expected to play during a disaster event. The required service function shall be included in the City's contract with the Orange County Fire Department.
4. The Emergency Plan shall incorporate OCFD recommendations with regards to evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures.
5. If implementation of any of the above listed Mitigation Measures requires additional fees to be paid to the OCFD, the City shall determine a method for adequate funding of such mitigation.

3.3.11 Police Protection

Environmental Setting³⁷

The Orange County Sheriff Department (OCSd) provides patrol services, traffic enforcement services (except enforcement of municipal traffic ordinances and resolutions), and investigative services to the City of Stanton. The West County Station, located at 11100 Cedar Street in the Civic Center Area of Stanton, provides the service to the City. The number of and types of police staff available to provide police protection includes:

TABLE 25 POLICE PROTECTION SERVICES		
Service	Staff	Allocation
Patrol	11 Patrol Deputies 3 Patrol Sergeants	Per day
Traffic	2 Motorcycle Enforcement Deputies	40 hrs. per week, each
Investigation	4 General Crimes Investigators 1 Narcotics Investigator	40 hrs. per week, with no replacement for leaves of absence
Homicide, sex crimes, child abuse, auto theft and fraud investigations	Use of specialized investigation units shared with other areas	As needed
Vice	Use of Vice Unit shared with other areas	As needed
Narcotics	1 Narcotic Investigator	40 hours per week
	Use of specialized Narcotics Unit shared with other areas	As needed
Elementary School Drug Education and Bicycle Safety	1 Deputy	40 hours per week 6 months annually
• Fugitive Warrant Service • Forensic Science Services • Central Records Services • Crime Prevention Services • Tactical Support Services • Reserve Deputies • Hostage Negotiation Team • Helicopter Response Service • Hazardous Devises Disposal and Investigations		

OCSd has indicated that no particular geographic areas of the City require unusual levels of police protection. The Stanton Police Services staff estimates that life threatening calls are answered, on the average, in less than 5 to 7 minutes. In all cases, life-threatening calls are answered in less than 7 minutes. Non-life threatening calls response time is estimated at about 40 minutes. The Sheriff

³⁷ Response to Public Service Questionnaire, Captain Robert U. Eason, Commander, West Operations Division, Sheriff-Coroner Department, County of Orange 03/27/90; Memorandum from Captain Eason to Assistant Sheriff LaDucer, June 1, 1990.

Department functions as a contract service provider, with all revenue for the services of the Stanton Police Services Division provided by the City. The City is revising its Disaster Plan and will need involve the Sheriff's Department in disaster planning and will need to define the role of Sheriff's Department in the implementation of the disaster plan.

The Sheriff's Department recommends that 50 percent of a Patrol Deputy's time (40 percent minimum to 60 percent maximum) be in a preventative function. In Stanton, for September, October, November and December of 1990 the preventative patrol time averaged about 39 percent.³⁸ Three of the months were slower months of the year. When the more active months are factored in, the average lowers. To bring Stanton to the 50% recommended level of service would require an additional patrol deputy for each of the three watches. To achieve the 40% level would require one additional deputy on one watch.

OCSD recommends that general crimes investigators carry a case load of 75 cases per month (60 minimum to 90 maximum). In 1989 each Stanton Investigator carried 79 per month. The average case load for other cities which OCSD provides service to is about 67 per month. Stanton's cases are different from other cities services because it has a higher percentage of cases with workable leads. These cases are the types involving victims that actually see their suspects (such as robbery and assault). The OCSD recommends that the Stanton Investigator workload be reduced to 65 cases per month. To bring Stanton's case load to the recommended level would require an additional Investigator.

There are two ways in which traffic enforcement needs are determined. One is to have sufficient enforcement personnel working to have the amount of enforcement taken be at a specific ratio to the number of traffic accidents. To determine if that ratio has been met would require considerable staff time. The alternative method is based upon the assumption that a traffic officer should be assigned to be in regular view of motorists traveling in locations where accidents occur. Beach Boulevard runs the entire length of Stanton. Beach Boulevard is one of the most heavily traveled city streets in the County and will be widened by two additional lanes in the near future. To have a traffic officer regularly visible on Beach Boulevard and other parts of the City would require two to be working during the day, two in the evenings, and one for relief. Costs to accomplish this level would be significant, and traffic fine revenue would only partially offset the cost. Prior to July 1, 1991, the estimated offset was 35%. However, as a result of new state legislation which diverts 50% of fines and forfeitures from cities to the state to finance trial court funding, the offset is reduced to only an estimated 17.5%.

The West County Station does contain adequate space for expansion of personnel if needed. The only requirements for an increase in personnel would be an interior remodeling. Funds for any remodeling would come from the City.

There has been a downward trend in requests for service in 1991 when compared to 1990, however there has been an increase over the past ten years. A comparison of statistical information showed an increase in Part I crimes as non-criminal and burglary cases from 1988 to 1989. However, Part I crimes show a downward trend in 1991, when compared to the same period in 1990.

There has been a steady but small increase in drug related activity over the past five years. What is referred to as gang related activity has remained the same through the 1980's. There has been an increase in the number of identified gangs and individual claiming gang membership in the last 1½ years.

³⁸ Months subsequent to the Response to Questionnaire received June 1, 1990.

Environmental Impacts

OCSD has indicated that any changes in land use, such as land uses that increase traffic, could add to the request for service. The Department has indicated concern that the planned widening of Beach Boulevard and Katella Avenue (Super Streets Program) will increase traffic which will result in more traffic accidents, and an increased need for patrol services. The level of service required as a result of an increase in commercial development would be dependent upon the nature of the development and the way in which it is managed.

Any planned increased level of development in the area of high density housing, which would increase the Stanton population, would also require additional levels of service. Again, the increase would be dependent upon the design of the project, and the management. The City expects to add 1,347 new dwelling units with 1,703 of these in the medium to high density categories. This increase in dwelling units will increase the population by an estimated 3,560 persons by buildout.

There would be potential to increase non-residential development up to 670,402 square feet of retail which includes 115,000 square feet of commercial use in the Civic Center area, 1,537,700 square feet of office, 601,108 square feet of industrial, and 19,700 square feet of public/institutional uses. Population growth and increased non-residential development would have potential to increase the demand for police protection services. According to the Traffic Report (see Appendix B) there would be an approximate 30% increase in traffic.

The Preferred Alternative includes a goal to protect the residents and property of Stanton from criminal activity and deter the incidence of crime in the area. Since current police protection is at a level of service less than what is recommended by the OCSD, some action would be required to attain that goal. Four strategies have been developed to improve police protection, with five actions planned to implement those strategies. The strategies and actions planned would improve police protection for both existing land uses and proposed development.

The City has planned to evaluate the relationship between land use regulation and the incidence of crime, and to establish a design review process for the Sheriff's Department to review residential, commercial, and industrial requirements. If those plans were implemented, it would be possible for the City to determine the extent to which new development would impact existing levels of service protection. The General Plan also includes the requirement to provide security measures and lighting in order to increase visibility of security in the design of buildings and siting. These actions would enable the City to specify required mitigation measures to reduce the impacts of new development on police protection services to a level of insignificance.

The General Plan also includes measures designed to improve existing conditions with respect to police protection, mainly through crime prevention. The General Plan would improve coordination between all City departments and the Sheriff's Department on crime projection efforts. The Plan also addresses the need to support safety awareness outreach efforts of the Sheriff's Department to residents and businesses. The General Plan calls for the promotion of the County's level of police protection services. However, the means of funding this improvement has not been identified. The General Plan includes crime prevention in the form of sponsoring an annual crime prevention week, supporting the Neighborhood Watch Program, and in developing a funding source which would allow for a continued comprehensive after-school recreation program.

Mitigation Measures

1. The City shall review methods to provide adequate funding to promote the County's recommended level of police services.
2. The Emergency Plan shall identify the role which the Sheriff's Department is expected to play during a disaster event. Any functions identified that would be beyond the scope of current contract services shall be included in the City's contract with the Orange County Sheriff's Department.
3. The City shall review methods to provide adequate funding to implement the Sheriff's Department services required in disaster planning and response, as identified in Mitigation Measure #2.

3.3.12 Health Care Services

Environmental Setting

There are a number of health care institutions which provide services to the Stanton Community. It appears there is no shortage of facilities in the area, and that Stanton residents have ample opportunity to obtain health care services, provided the resident has access to medical insurance or has other means to pay for such services. Among the facilities which are particularly accessible to Stanton residents are: Suncrest Hospital of Orange County located in Stanton, Humana Hospital West Anaheim, Humana Hospital Westminster, Anaheim General Hospital, Garden Grove Medical Center and the University of California Irvine Medical Center in Orange.

Suncrest Hospital of Orange County³⁹

Suncrest Hospital is the only health care facility located in Stanton. This hospital, formerly the Midwood Community Hospital, is in the process of changing from a general medical facility to a neuro-psychiatric facility. On October 14, 1990, Midwood changed its name to Suncrest Hospital of Orange County (SHOC), although some of its signage has not yet been changed. The hospital consists of four buildings; a facility which houses the medical offices and administrative offices, and a larger building which contains the hospital itself, and two small service buildings toward the rear of the hospital property. SHOC is one of only two facilities which provide mental health care services in western Orange County, including Stanton. This facility provides a range of both out-patient and in-patient mental health services including: depression treatment, suicide prevention, marital and family counseling, and chemical dependency treatment. Services are available for adults, adolescents, and children.

With the minor renovations required for licensing as a mental health facility, SHOC will have a 101 bed capacity. Hospital administration indicated that it expects to be operating at an average of about 60 percent of its total capacity. At present the hospital is able to provide services for about 10-15 out-patients. The hospital currently has about 55 employees working day-shift and an additional 10-15 working the night shift. At some time in the future, an additional 15 more staff may be added. There is no existing shortage in personnel⁴⁰ or facilities at this hospital and there are no present capacity problems.

The change in type of hospital occurred as the general medical usage dropped while the need for mental health services expanded, in conjunction with financial difficulties that the hospital experienced while operating as a general medical facility. There are no other planned expansions or relocations of the existing facilities, other than remodeling associated with the closing of the old Midwood emergency room and expansion of Mental Health services. Funds for the renovations are expected to come from capital investments and out of cash flow from hospital operations. The renovations, which are mainly required for changes in licensing, are in the design process and construction of these renovations, as well as other licensing requirements are expected to be completed by the summer of 1991. It is expected that these renovations will include construction of a 6-foot high cyclone fence with gate and visual barrier (similar to fencing used around tennis courts) for privacy control around the rear of the hospital facility,

³⁹ Information provided from interview conducted with Robert Mawhinney, hospital administrator for the former Midwood Community Hospital and current Suncrest Hospital of Orange County, on 12/05/90.

⁴⁰ Except as noted that there is a nationwide shortage of nurses; the Suncrest Hospital is expected to be affected by this shortage in a manner not unlike other hospitals in the United States.

elimination of parking in the rear of the hospital, a small area of increased landscaping in front of the hospital, possibly an expansion of patio area in front of the hospital which may require relocation of the existing fire hydrant. With the mental health service uses, regular ambulance services will no longer be required. An estimated 2-3 food service trucks per day are expected to make deliveries at the rear of the hospital.

Humana Hospital West Anaheim

This facility also provides health care services to Stanton residents in the form of 24-hour acute care inpatient services, 24-hour emergency services, and cardiac services including open heart surgery. The Humana Hospital West Anaheim also provides obstetrics and gynecology services, and a wide range of outpatient services.

Humana Hospital West Anaheim is licensed as a 243 bed facility, of which 198 are general medical/surgical beds, 20 beds are dedicated to intensive care/coronary care services and 25 are dedicated to maternity patients, with 23 bassinets available to the obstetrics department. There are an additional 12 emergency beds in the Hospital emergency ward. On average the Hospital has been operating at full capacity. If the need were to arise, however, the hospital has several additional areas which could be converted to create additional bed capacity.

In addition the Humana Hospital West Anaheim operates a state-of-the-art cardiac catheterization laboratory, 6 operating suites, a cardiac rehabilitation department, a full service physical therapy department and a respiratory therapy department. This facility does not contract with any ambulance services, although all local ambulance services routinely bring patients to their emergency facilities. The Hospital currently employs approximately 500 full time equivalent employees. Roughly half of the employees are nursing staff. There are no current shortages of staff or facilities.

The Humana Hospital system is a private health care organization. Funding for the Humana Hospital comes from corporate headquarters located in Louisville, Kentucky. This headquarters has a number of planning specialists who work on determining local hospital service needs in the area, who plan for continued updating and refurbishing of the physical plant facilities for the Hospital. Trends in use of the Humana Hospital West Anaheim have remained stable.

Humana Hospital Westminster

This facility also provides health care services to Stanton residents in the form of medical/surgical and obstetrics acute care services, 24-hour emergency services, intensive care unit and cardiac care services (ICU/CCU), neurotrauma, and paramedic receiving.

The Planning Scenario for a major earthquake on the Newport-Inglewood fault identifies acute care facilities which are expected to be utilized primarily in saving lives during a major event. Humana Hospital Westminster is the acute care facility located nearest to Stanton. In areas outside the fault zone, but within 5 miles, for planning purposes it should be assumed that damage will result in a loss of 25 percent of the hospital beds. An important consideration in the potential use of this facility during a major

earthquake would be access to the facility. Even if the hospital were to survive, it would be of limited value to Stanton residents if access were cut off or restricted due to ground failure, a collapsed freeway structure, or building debris on nearby streets.⁴¹

Humana Hospital Westminster is a 182 bed facility, employing 400 persons. This facility is currently operating at about 30 percent of existing capacity, and has no existing deficiencies in either personnel or physical facilities. This hospital does not contract with any particular ambulance services.

The Humana Hospital Westminster anticipates that there will be an increased demand on its general medical, surgical, and emergency services with closure or reduction of these services in the Midwood Hospital. There is a plan to renovate the existing obstetrics and Emergency Room facilities, with Humana Inc., providing the necessary funds. The Humana Hospital system is linked to the Humana Hospital West Anaheim through its membership in this private health care organization. Funding for the Humana Hospital comes from corporate headquarters located in Louisville, Kentucky. This headquarters has a number of planning specialists who work on determining local hospital service needs in the area, who plan for continued updating and refurbishing of the physical plant facilities for the various Humana Hospitals. Humana Inc. is one of the largest health care corporations in the United States, and is listed on the New York Stock Exchange.

Environmental Impacts

The Suncrest Hospital of Orange County notes that there are no particular types of land uses which would expect to adversely impact the facility's or ability to provide services to the City. The hospital administration indicated⁴² that it has concerns that parking during construction of the new City Hall and Community Arts and Recreation Center may impact the parking for the hospital.

The administration of Humana Hospital West Anaheim has indicated that there are no land use changes which are expected to adversely impact the ability of Humana Hospital to continue to provide health care services to Stanton residents. In addition, the Hospital has indicated that it would welcome any information about how this health care facility can better serve the needs of the community.

Humana Hospital Westminster administration noted that no adverse impacts are anticipated from changes in the Stanton General Plan. The Hospital expressed wishes to continue to provide medical services to the residents of Stanton, and expressed that Stanton residents need have no concerns about the ability of the Humana Hospital systems ability to continue to meet Stanton's health care hospital needs.

Mitigation Measures

There are no adverse impacts and no mitigation measures are required.

⁴¹ Planning Scenario for a Major Earthquake on the Newport-Inglewood Fault Zone, Special Publication 99, California Department of Conservation, Division of Mines and Geology, 1988.

⁴² Interview with Robert Mawhinney, 12/05/90.

3.3.13 Education

Environmental Setting

The Anaheim Union High School District, Garden Grove Unified School District, Magnolia School District and Savanna Elementary School Districts are responsible for providing educational services in the area. Table 26 shows the name, address, district, total school capacity, Stanton residents attendance (where available), and total current attendance levels of the day care centers, and elementary, junior high, and high schools that provide services to City of Stanton residents:

Anaheim Union High School District

There are 788 Stanton students attending Anaheim Union High School District (AUHSD) schools. Students who are Stanton residents comprise about 8 percent of all AUHSD enrollments, with current total enrollments of 9,425 students. In 1990 the District noted that it uses an average student generation rate, for grades 7-12, calculated for each unit, as follows:

Single Family Dwelling	.330
Condominium/Duplex	.243
Multi-Family Housing	.222
Mobile Home	.170

In addition to students with their place of residence located within the Anaheim Union High School District boundaries, there 266 outbound (40 percent) and 390 inbound (60 percent) students enrolled as interdistrict transfers throughout this school system. Interdistrict transfers are allowed under Sec. 98204 F of the State of California Educational Code.; principally so that parents may enroll students near the place of work or day care. Other types of interdistrict transferred are also allowed, such as when a particular program is desired and unavailable in the students home district. The District does not collect detailed data on interdistrict transfers regarding interdistrict transfers, such as reason for transfer request or resident community, and it is not known how many of these are residents of Stanton. It indicated that there are no State requirements for data collection for these transfers and that each District makes its own determination as to what data is needed. The District also noted that interdistrict transfers are generally more common in elementary school districts, where working parents wish to enroll students in schools near the place of employment and/or after school child care facility. No standardized generation factors have been developed to estimate the number of interdistrict transfers which could be expected based on added employment.⁴³

A resolution recently passed by the Board of Education of the Anaheim City School District (Resolution No. 1989-90/25) used an average generation factor of 0.278 students per dwelling unit (referred to as "pupil-per-home"). Application of that generation factor would overestimate the number of Stanton residents currently enrolled in the Anaheim Union School District, if applied to the total number of dwelling units in the City. The factor may, however, be appropriate for purposes of projecting future growth. A detailed breakdown of the number of dwelling units specifically located within Anaheim Union School District boundaries is not available at present. The block data from the 1990 U.S. Census Record, which is unavailable until some time in 1992, may be useful in estimating the existing number of dwelling units located within the Anaheim Union School District boundaries and in the city of Stanton.

⁴³ Telephone conversation with Bonnie Glynn, Sr. Administrative Secretary to Alan Brace, Assistant Superintendent of Personnel, Anaheim Union High School District, 06/13/91.

**TABLE 26
EDUCATIONAL FACILITIES WITH STANTON STUDENTS**

Name & Address	School District	Total School Capacity	Total Number of Students	Number Stanton Students
DAY CARE CENTER				
Boys & Girls Club of Stanton 11959 Cedar St., Stanton	N.A.	N.A	N.A	N.A
Cami Child Care 8172 Starr, Stanton	N.A	N.A	N.A	N.A
ELEMENTARY				
Barker Elementary School 12565 Springdale, Garden Grove	Garden Grove Unified	N.A	344	N.A
Bryant Elementary School 8371 Orangewood, Garden Grove	Garden Grove Unified	N.A	516	
Carver Elementary School 11150 Santa Rosalia, Stanton	Garden Grove Unified	N.A	311	311
Cerritos Elementary School 3731 Cerritos, Anaheim	Savanna Elementary	550	546	114
Enders Elementary School 12302 Springdale, Garden Grove	Garden Grove Unified	N.A	569	N.A
Esther L. Walter Elementary School 10802 Rustic Lane, Anaheim	Magnolia School District	715	714	N.A
Hansen Elementary School 1300 S. Knott, Anaheim	Savanna Elementary	515	501	347
Patton Elementary School 6861 Santa Rita, Garden Grove	Garden Grove Unified	N.A	798	N.A
Robert M. Pyles Elementary School 10411 Dale, Stanton	Magnolia School District	540	514	N.A
Reid Elementary School 720 South Western Anaheim	Savanna Elementary	430	423	230
INTERMEDIATE				
Alamitos Intermediate 12381 Dale, Garden Grove	Garden Grove Unified	N.A.	703	N.A.
Bell Intermediate 12345 Springdale, Garden Grove	Garden Grove Unified	N.A.	494	N.A.
Dale Junior High School 900 South Dale St., Anaheim	Anaheim Union High School	1218	915	131
Orangeview Hr. High School 3715 West Orange Ave., Anaheim	Anaheim Union High School	1200	845	147

**TABLE 26
EDUCATIONAL FACILITIES WITH STANTON STUDENTS**

Name & Address	School District	Total School Capacity	Total Number of Students	Number Stanton Students
HIGH SCHOOL				
Bolsa Grande High School 9401 Westminster, Garden Grove	Garden Grove Unified	1520	N.A.	
Garden Grove High School 11271 Stanford, Garden Grove	Garden Grove Unified	1598	N.A.	
Gilbert High School-East 501 Crescent Way, Anaheim	Anaheim Union High School	N.A.	352	5
Gilbert High School-West 6855 La Palma Ave., Buena Park	Anaheim Union High School	N.A.	244	16
Magnolia High School 2450 West Ball Rd., Anaheim	Anaheim Union High School	1512	1331	166
Pacific High School 6851 Lampson, Garden Grove	Garden Grove Unified	1207	N.A.	
Polaris High School 501 Crescent Way, Anaheim	Anaheim Union High School	*	501	15
Rancho Alamitos High School 11351 Dale, Garden Grove	Garden Grove Unified	1238	N.A.	
Western High School 501 South Western Ave, Anaheim	Anaheim Union High School	2336	1357	256
MULTIPLE GRADE LEVELS SERVED				
Alternative Education Work Center 1800 West Ball Rd, Anaheim	Anaheim Union High School	N.A.	1625	44
Challenger School 900 S. Dale St., Anaheim	Anaheim Union High School	N.A.	113	4
Hope School 7901 Knott Ave., Buena Park	Anaheim Union High School	N.A.	104	4

No Day Care services are provided by this District, which handles only 7-12 grade levels. The Anaheim Union School District notes that Senate Bill 813 increased the requirements for graduation of students in the State. The level of service needed in this District depends not only upon changing demographics, but also upon an increasing need for alternative education, gang suppression, changes in drop-out rate and the level of funding allocations provided by the State. Within the District, portable classrooms are located at:

Dale Junior High School	2 single classrooms
Orangeview Junior High School	2 single classrooms
Gilbert High School-West	1 single, used as a teacher's lounge
Hope School	2 singles, used as a teacher's lounge
Magnolia High School	1 single classroom
Western High School	1 single, 1 double, and 1 4-plex

The Anaheim Union High School District has no plans to open any new facilities which would provide services to Stanton residents. Sources of revenue for the District include Revenue Limit, State and Federal Categorical Grants, Inters, Rentals and Lease Income and Lottery. In addition, new development is assessed School Facility Fees at a rate of \$1.58 per square foot of residential and \$0.26 per square foot of non-residential development. The rise of School Facilities Fees in this district from \$1.56 to \$1.58 per square foot is the result of the passing of Resolution #1989-90/25. Fees are shared equally between the Anaheim High School District and the elementary school district serving the new development, and are used to provide educational services to the community.

Anaheim Union School District indicated in 1990 that it had no particular concerns about its ability to continue to provide educational services to Stanton residents.⁴⁴ However, the School District more recently indicated that it was concerned that new and possibly altered student generation patterns both within and outside the City may result from the General Plan revision.⁴⁵

Garden Grove Unified School District⁴⁶

There are a total of 1,528 Stanton residents attending schools within the Garden Grove Unified School District (GGUSD). Stanton students represent 4.2 percent of the total enrollment of 36,725 students district-wide. Of these, there are 807 students enrolled in various elementary schools, 233 in the intermediate schools and 488 in the District high schools. The majority (311) of all Stanton elementary students in this district attend the Carver Elementary School, with the majority of the balance of K-6 grade level students attending Barker, Bryant, Enders and Patton. The majority of the 233 Stanton students in grades 7-8 attend Bell or Alamitos Intermediate schools. There are six other intermediate schools in the District which may house a few Stanton students. Most of the 448 high school level Stanton students attend either Bolsa Grande, Rancho Alamitos, Pacifica or Garden Grove High. There are three other high schools in the District which may have a few Stanton students.

GGUSD notes that day care is not provided through the district, but there is a need in all cities serviced. GGUSD has experienced increasing enrollments for the past 4-5 years. The growth has occurred mainly in the elementary (K-6) levels. The District averages 0.713 students per dwelling unit for all school levels. The District has concerns about high density residential development, which can generate more students (particularly at the Carver Elementary School) than the District can accommodate. The District currently uses portable classrooms at the Alamitos High School (1 unit), Bolsa Grande High School (1 unit) and Garden Grove High School (2 units). Additional portable units could be utilized if necessary, but facilities such as restrooms, lunch areas, etc., would be impacted.

The Garden Grove Unified School District has no new schools planned. Revenues are provided as described in the section on Anaheim Union School District.

⁴⁴ Response to Public Service Questionnaire, Rita S. Newman, Assistant Superintendent, Business Services, Anaheim Union High School District, 04/20/90.

⁴⁵ Letter to Mr. Mark Lloyd, Planning Manager, City of Stanton, from John E. Brown of Best, Best and Krieger, Special Counsel to Anaheim Union High School District, 01/03/91.

⁴⁶ Response to Public Service Questionnaire, Ed Dundon, Superintendent of Schools, Garden Grove Unified School District, 04/02/90.

Magnolia Elementary School District

The specific number of Stanton residents attending schools within the Magnolia Elementary School District is unavailable, although the District notes that there are Stanton students attending the Robert M. Pyles and Ester L. Walter Elementary Schools. Total current enrollment at the Pyles School is 714 students, out of a capacity of 715 and the Walter school has a total of 518 students out of a 540 student capacity. The District does not have available statistics on an average student generation rate, by school level. The District notes that there has been a gradual increase in the need for Day Care services, brought on by more parents seeking employment in the workplace.

Within the District, portable classrooms are located at:

Esther L. Walter School	3 portable classrooms
Robert M. Pyles School	6 portable classrooms

There are no new schools planned for within the Magnolia School District. Sources of revenue for the District are described in the discussion about Anaheim Union School District.

Since Magnolia School District is experiencing about 3-4 percent increased school enrollment, and schools in the District are already operating at capacity, the District has indicated that they have concerns about its ability to provide adequate space, and are considering the possibility of restructuring the system to include Year-Round Education.

Savanna Elementary School District

There are a total of 691 Stanton residents attending schools in the Savanna Elementary School District, representing 47 percent of the student population at the three schools with Stanton residents attending. Of these, the school with the largest percentage of Stanton students is the Hansen Elementary School with 69 percent of its student body from Stanton. Reid Elementary has 54 percent of its students as Stanton residents, while Cerritos has only 21 percent of its students from the City. These three schools are presently operating at 98 percent of its total capacity.

This district notes that there is an expanded need for day care services in the City. At present the Savanna School District offers before and after school day care at Cerritos and Reid. The District indicated also that such day care services will most likely be needed by September 1990. The District pointed out that the Boys and Girls Club of Stanton offer a valuable service to the community through its day care program.

There are several relocatable units used in the Savanna School District, located at:

Cerritos Elementary School	2 relocatable classrooms
Hansen Elementary School	2 relocatable classrooms
Reid Elementary School	2 relocatable classrooms

The District is considering the reopening the Mary Perez School as a possible solution to alleviate overcrowding. The Savanna Elementary School District does not have any average student generation rate, by dwelling unit and school level available, but it would probably be similar to the rates noted by Garden Grove Unified, for its elementary levels.

Sources of revenue for the District described in the section about Anaheim Union School District. The District notes that it is concerned that the cost of building may prohibit expansion or even maintenance of the current Day Care program, due to increased enrollment.

Environmental Impacts

The Preferred Alternative has potential to increase the number of students in each of the school districts. Residential land use changes are generally considered to have greater potential to impact school systems. The Preferred Alternative to build out would increase the City's dwelling units by a total of 1,347 units. This would occur through development of 309 new single-family, and 703 other medium and high density uses. There would be an addition of 335 retirement units, from development of the senior apartments in the Civic Center Area, but these are not student generating residential uses. A total of 1,012 new dwelling units are expected to add to the number of students to buildout by a maximum of 722 students, based on use of the Garden Grove student generation factors of 0.713 students per dwelling unit. The reason for applying the Garden Grove generation factors is that these factors include the growth in the elementary student population where the largest impact is felt, with the largest cohort of new students to pass through the education system.

In addition to students added from the increase in dwelling units, an unknown number of new interdistrict transfers would also be added. The State does not require consistent data collection on interdistrict transfers by reason or community within Districts. It appears that there are no clear guidelines for estimating expected interdistrict transfers based on added employment from new development. However, the Preferred Alternative would add approximately 6,971 new jobs; it is likely that some of these employees would be parents who would choose to enroll their children in any of the four school districts which provide education services to Stanton residents. However, it is not expected that this would add a significant impact. At present, the jobs/housing balance in Stanton is low, compared to other surrounding communities and it is reasonable to assume that most of the potential impact as added student population would continue to be from residential growth.

The General Plan recognizes that beneficial dialogue and joint planning between the City and the four school districts would be needed to resolve issues of mutual concern. The General Plan calls for continued efforts to cooperatively resolve service demands for educational facilities. In addition, the City would initiate cooperative planning for the use of selected school facilities for community recreation needs. The City would also encourage the School Districts' input regarding development proposals that would increase enrollment. One issue to be resolved may be the development of a set of mutually agreed-upon student generation factors to enable the City to project student enrollments by new land uses. The current situation is especially confusing, with each of the school districts' applying different methodologies to estimating the number of students from new development. The 1990 U.S. Census Record data may be utilized to develop student generation factors, in conjunction with school enrollment data for Stanton students, since the Census data provides information about occupied dwelling units and population counts by age. A study of changes in demographics in the City may be considered in developing appropriate student generation rates. It should be noted that district-wide student generation studies may not have considered inter-jurisdiction geographic variability in developing existing student generation factors. The General Plan calls for an opportunity for joint planning to resolve this, and other issues.

The Preferred Alternative also proposes to initial City/school district programs related to issues of mutual interest, including parks and recreation programs; City/school outreach and speakers programs; student safety; crime and gang suppression; and facility use. The proposed Preferred Alternative, with its goals, strategies, and actions planned by the City to address education concerns would have a beneficial impact on the existing conditions.

Mitigation Measures

Although no adverse impacts are expected, the following mitigation measures are required:

1. Development of new residential units greater than 500 square feet which are not in the category of housing for senior citizens shall be charged a School Facility Fee of \$1.58 per square foot of development.
2. Development of new industrial or commercial uses shall be charged a School Facility Fee of \$0.26 per square foot.
3. The City shall, as part of its planned dialogue and planning efforts with the four School Districts, consider adopting a matrix of student generation factors for new development, based on the relationship between students and land uses in the City. If sufficient data is available, a method of estimating interdistrict transfers shall be considered as well. Every effort shall be made to consider the concerns of each of the involved School Districts in developing such standards.

3.3.14 Library Services

Environmental Setting

The Stanton Branch of the Orange County Public Library system is designed to service residents of Stanton, persons who work in the City, or persons who live in other cities or unincorporated area for whom the Stanton Branch is the nearest library. In addition, all Stanton residents are allowed to utilize any of the County or City libraries within Orange County.

The existing resources are considered adequate for the City's library services needs. All sections of the City are equally served, and the County Library system contracts with the Anaheim Public Library to service the Spanish-speaking public in unincorporated sections of the County adjacent to Stanton via bookmobile.

Library needs are determined on the basis of one square foot per five residents with each public library facility designed to provide services within a three mile radius. There are no planned additions to the existing Stanton Branch Library, although additional shelving has been ordered to allow additional library materials without overcrowding. There are plans to refurbish the nearby Garden Grove Regional and Friends of the Library bookstores for Los Alamitos/Rossmor and for Westminster Branches as well. Each of these libraries are accessible to Stanton residents living nearby. The Orange County Public Library system has plans for additional libraries and expansions of existing library facilities based on the Library's Master Plan, through the year 2010. Although most of these planned additional facilities are located in south Orange County, Stanton residents will have access to all of these facilities.

The current sources of Orange County Public Library revenue is through property taxes, PLF funds, Special District Augmentation Funds, and fines. New developments are required to deposit funds with the County in an amount adequate for the construction of new library facilities in their development.

In recent years, the major trend in library services for the City has been electronic communications. The Stanton Branch Library is linked through an automated circulation system to all 27 other locations within the Orange County Library System. This system makes the entire County Library collection available to Stanton residents. A fourth delivery route was added to the public library system in 1989 to ensure prompt delivery of books and other materials between the various branch libraries. Telefacsimile equipment is currently used to fax answers to branch libraries. Additional computer linkages are planned for the Orange County Public Library system.

The major need to increase library facilities has been in south Orange County, where all the new facilities in the Master Plan will be built. In 1989, a Friends of the Stanton Library group was formed. A potential addition to the Stanton Library building would be a Friends of the Library Bookstore, which would be financed in part by Friends of the Library.

Environmental Impacts

The Orange County Public Library system is concerned about keeping up with the rapid changes in library technology. In addition, the Library is concerned about adequately servicing the library needs of the recent population explosion in south Orange County, keeping community needs a priority when developing or enhancing library collections, and providing services to a multicultural population effectively.

The proposed development to buildout with the Preferred Alternative has the potential to add 3,560 new residents to the City, compared with the existing General Plan to buildout. No significant changes in the demographics of the community are anticipated. Since new development is charged in an amount adequate to provide for construction of new library facilities, it is assumed that this increase in population would have an insignificant impact on library services.

Mitigation Measures

No significant impacts, and no mitigation measures are required.

3.3.15 Parks and Recreation⁴⁷

Environmental Setting

The City of Stanton considers open space resources as those areas which provide usable park and recreation facilities, where community values can be enhanced or maintained. The Recreation and Leisure Services Department identified the following as open spaces resources for the City:

- existing parks, both developed and undeveloped areas
- existing sports facilities
- existing recreational facilities

Open spaces and leisure resources may be divided into two categories: regional and local. Regional recreational resources include: the beaches, mountains, historical sites, museums, or the many privately owned recreational theme parks, in the area. These regional resources enhance the quality of life for residents of adjacent communities to the degree that community residents have access to these resources. There are constraints in access to regional recreational resources, however. These constraints include: lack of adequate income for access to commercial recreational resources that require admissions fees, and lack of access to private vehicles or public transportation with adequate linkages between the City and regional resources.

Open Spaces and Recreational Facilities

Locally available open spaces and recreational facilities continue to be most important recreational resources for any community, as there are generally fewer constraints to their accessibility. In addition, leisure time is limited for most people, and local open spaces and recreational resources tend to be utilized more frequently than regional resources, due to their convenience.

An inventory of locally available parks and recreational resources in the City of Stanton includes the following:

Existing Parks and Recreation Facilities⁴⁸

Stanton Park: 5.5 acres (with 2.3 acres as developed park)

This facility has two Tot Lots, one with sand at the extreme west of the park, and another to the east of the site with dirt and swings, a slide, and climbing apparatus. In addition to the Tot Lots, Stanton Park has a water fountain, a snack stand, lights, and restrooms. Also included are a meandering walkway, green belt area, a parking lot, picnic areas with barbecues, and a bridge access to adjacent school and the City's Norm Ross Sports Facility.

⁴⁷ Discussion with Fred Wickman, Director of Public Works, July 22, 1991.

⁴⁸ Telephone conversation with Mary F. Gonye, Director of Recreation and Leisure Services, 04/17/90; and the 1972 Conservation Element.

Premier Park: 0.75 acres

This neighborhood park is owned by the City, and contains a volleyball/basketball court, a walkway, a picnic area with barbecues, a water fountain, and horizontal bars. The Premier Park Tot Lot contains: slide, swings, merry-go-round, animal teeter totters, and sandbox.

Victor Zuniga Park: 0.25 acres

The Victor Zuniga Park, also referred to informally as the Date Street Park, is a neighborhood park and one of two parks actually owned by the City. This neighborhood park contains a lighted basketball court, picnic area with barbecues, and a water fountain. Victor Zuniga Park also has a Tot Lot that includes: swings, slide, animal teeter totters, and sandbox.

Hollenbeck Park: 10.75 acres (with 2.75 acres as developed park)

The second of Stanton's community parks is also referred to as Cerritos-Lola Park by Stanton residents. This park includes a Tot Lot area with sandbox, slide, climbing apparatus, and swings. In addition, the Hollenbeck Park features a green belt area, moderate evening lighting, picnic area with barbecues, and a meandering walkway.

Cultural Arts and Recreation Center⁴⁹:

The Cultural Arts and Recreation Center (CARC) presently contains a single 7,500 square foot room. This facility is used for a variety of indoor recreational programs and activities. On May 8, 1990, the City approved the need for additional space, to increase the size of the facility to 14,500 square feet total. The CARC included as part of the Civic Center Area Plan, which includes redevelopment and expansion of the old City Hall, 335 affordable senior apartments, and consideration of development of up to 80 condominiums, and a 115,000 square foot commercial center. The Stanton Redevelopment Agency approved the concept of the City Hall/CARC project on July 19, 1990. The project includes the demolition of the existing CARC facility and redevelopment as an expanded facility. The project is currently in both the design and environmental review phase. The CARC redevelopment is included as part of the Stanton Civic Center Area Plan Environmental Impact Report (SCH #90011124), which provides a more detailed project-level environmental analysis (on file with the City). The Civic Center EIR has been completed.

Stanton Municipal Tennis Courts: 0.5 acres

This sports facility consists of six lighted tennis courts, used by individual residents and by groups for tennis tournaments.

Norman Ross Sports Facility: 5.2 acres

This facility contains three softball diamonds, in various stages of development, with bleachers. In the center of the facility there is an overlapping football/soccer field. The restrooms, water fountain, and snack bar at Stanton Park service this facility. A bridge was designed for access across the Stanton Channel, a regional flood control channel, to the Stanton Park facilities.

⁴⁹ Also referred to as the Community Hall by Stanton residents, and the 1972 Conservation and Open Land Elements.

The City recognizes, both in the past and present, that publicly-owned open space in Stanton is at a premium. There is no available vacant land⁵⁰ considered suitable for potential park development, and no natural resources such as beaches, wetlands, or State or National Park lands located within the City. There are no real opportunities for adding open space acreage to existing public resources, within the City of Stanton. This situation is fairly typical of many highly developed environments. Utilities easements which link major recreation and open-space reservations may be seen as open space resources.⁵¹ The City has taken advantage of this concept to develop some additional park resources, at both Stanton and Hollenbeck Parks. A limited amount of additional open space resources may be available with joint planning efforts on the parts of the Recreation and Leisure Services Department, the Planning Division, and the Engineering Division of the Public Works Department.

Demand Analysis

The City has maintained a goal of making the best use of Stanton's available open space resources. The City determines its parks needs by demand for recreational services. There has been a dramatically increased demand in request for use of existing facilities, particularly for the Cultural Arts and Recreation Center, during the same or nearly the same time period. The existing Cultural Arts and Recreation Center cannot presently accommodate this demand, which is why expansion for the facility under the Civic Center Area Plan was approved. Recreation and Leisure Services currently offers all its services for Tiny Tots, Youth, Adults, Theater, and Senior Citizens in this one 7,500 square foot room, which has no partitions. The lack of partitioning limits the capacity of the existing facility which does not allow multiple activities to be scheduled at the same time. With development of the new CARC, which adds 7,000 square feet to the facility, this deficiency is expected to be corrected (see the City of Stanton Civic Center Area EIR, on file with the City, for details on this project).

Existing open space resources for the City are deficient for the identified City's recreation needs, and are not in conformance with State guidelines which recommend 3 acres per 1,000 residents. There are no particular land uses which have the potential to adversely impact the existing physical recreation facilities. Future population growth of the City is expected to add to the demand for open space, parks, and leisure service resources. The current trend has been toward a need for facilities that would house youth and senior services. The City also needs additional recreational items, including a swimming pool and a gymnasium for all sports activities.

At present there is no planned additions to existing parks facilities (other than the CARC facility). However, there is a planned program of on-going renovations of the existing resources. Renovations of facilities at Victor Zuniga and Premier Park are completed. Handball courts are considered at Victor Zuniga Park. There are plans to resurface the Stanton Municipal Tennis courts, which have been extensively used by Stanton residents. The softball diamonds at the Norm Ross Sports Facility are in the process of being developed. Presently these facilities are being renovated and one additional field is being developed.⁵²

⁵⁰ Telephone conversation with Mary F. Gonye, Director of Recreation and Leisure Services, 04/17/90, confirmed current validity of this statement, from 1972 Conservation Element.

⁵¹ State of California, General Plan Guidelines, Governor's Office of Planning and Research, Chapter III, p. 133, 1989.

⁵² Telephone conversation on 04/17/90, with Mary F. Gonye, Director, Recreation and Leisure Services.

The City currently does not have a park dedication/in-lieu fee ordinance, and does not collect park monies as part of its Subdivision Map Act dedication fees.

Environmental Impacts

There are currently 117 acres of land with uses equivalent to the open spaces/recreation land use category as defined in the Preferred Alternative. These include recreational facilities, 31 acres of flood control easements, and other utilities easements with some open space value. The Preferred Alternative adds 4 acres of land in this land use category.

The implementation of the General Plan Preferred Alternative provides a number of goals, strategies, and actions both directly and indirectly related to parks and recreation. The goals of the General Plan are to provide maximum feasible park acreage and recreational opportunities, recognizing that the City has constraints which limit its opportunities to provide those services. The objective is to develop a system of parks easily accessible to Stanton residents, which would include neighborhood parks within 5 minutes walking time and community parks within 3 to 5 minutes driving time.

The strategies to achieve these goals include: consideration of the feasibility of expanding park acreage through development of neighborhood "pocket parks," utilizing existing vacant land, and land condemnation. In addition, the City would maintain the inventory of public parks and open space in proper condition and provide needed improvements to facilities in programs. The General Plan calls for a plan to continue to expand the recreation program designed for residents of all ages. The General Plan also includes the strategy to design multi-purpose recreational facilities, such as would be possible with the expanded Cultural Arts and Recreation Center, to encourage the use of schools and the Civic Center for community recreation needs. The General Plan also would condition approval, where feasible, of large-scale residential projects for provision of on-site recreational facilities.

The specific actions to be implemented to enable the City to improve its parks standards includes: amend the park fee dedication standards to conform to State guidelines of 3 acres per 1,000 residents. The General Plan would create a park acquisition trust fund from park dedication fees, state grants, and other sources. In addition, the City would adopt by ordinance a development impact fee program which includes park dedication or in-lieu fees. Implementation of the General Plan would provide for selection of additional park sites, or would establish the criterion for selection of such sites. The implementation of the planned actions would enable the City to attain its goals of improving parks standards, and is a beneficial impact.

Mitigation Measures

There are no adverse impacts, and no mitigation measures are required.

3.4 COMMUNITY HEALTH AND SAFETY

Community health and public safety issues include: disaster planning, which are services provided by the Stanton Building Department, for natural and man-made hazards including geological hazards, hazardous waste, risk-of-upset, noise, and availability of health care services. The City of Stanton Consolidated General Plan and EIR updates the Safety Element. Public health concerns arising from air quality are included in the Air Quality Element, the Technical Document Background study for that Element, and in Section 3.5 (Regional Coordination). Concerns about crime are addressed in Police Protection whereas concerns about urban or wild fire hazards are addressed in the section on Fire Protection (Sections 3.3.10 and 3.3.11 Infrastructure and Community Services, Fire and Police Protection). Flood protection from overtopping of rivers during extreme storm conditions, dam failure hazards, and seiche hazards are addressed in the section on the flood control system (Section 3.3.8 and Section 3.4.2).

3.4.1 Hazardous Waste

Environmental Setting

Hazardous substances are common in all major cities, including the city of Stanton. Technologies associated with modern industry rely heavily on chemicals that if not managed properly can cause adverse impacts to on-site employees and the surrounding community. Hazardous substances are also generated, used, stored and transported from businesses frequented by large numbers of people including hospitals, laboratories, metal processing businesses, automotive maintenance shops, dry cleaners and waste disposal sites. The dangers imposed by these substances have led to the implementation of public policies and control measures to insure the proper management of hazardous materials and to prevent environmental contamination. In particular, asbestos has been identified as an acutely hazardous material and subjected to strict regulation.

Hazardous Substances Defined

A hazardous substance is defined as a substance or combination of substances which because of its quantity, concentration, or physical, chemical or infectious characteristics may either: 1) cause or contribute to an increase in mortality or an increase in irreversible or serious reversible illness or; 2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of, or otherwise mismanaged.

A vast number of substances are hazardous and a major problem of environmental toxicology involves determining when a hazardous material represents an adverse health risk. The most commonly used references for hazard determinations are listed below:

1. The Director's List of Hazardous Substances (Section 339 of title 8, California Administrative Code;

2. Toxic and Hazardous Substances, Occupational Safety and Health Administration (OSHA). List of substances with permissible exposure limits;
3. National Toxicology Program (NTP), List of Chemicals published in the "Annual Report on Carcinogens;"
4. Registry of Toxic Effects of Chemical Substances (RTECS) published by National Institute for Occupational Health and Safety; and,
5. State Hazardous Wastes and Hazardous Materials List. Title 22 of the California Administrative Code, Section 66680.

Hazardous Waste and Hazardous Substances

The Office of Permit Assistance (OPA) within the State's Office of Planning and Research (OPR) maintains the Hazardous Waste and Substances Sites List⁵³ pursuant Government Code Sec.2. 65962.5. This is a consolidated list of known hazardous waste and/or substance sites also known as the Cortese list after the author of AB 3750 which was the original legislation for this list. The listings are compiled by OPA from data received from the State Water Resources Control Board, the California Waste Management Board, and the State Department of Health Services.

AB 3750 requires that OPR distribute the list to each City and County in which sites on the list are located, as well as to libraries throughout the state. The bill requires that the applicant identify whether a proposed project is located on a listed site before the local agency may accept as complete an application for the project. The intent of the law is to ensure that all contaminated sites are cleaned up.

The list of hazardous waste sites in the City from OPR's Hazardous Waste and Substances Sites List was consulted and the City has seventeen listed sites, all consisting of problems with leaking underground storage tanks (UST).

Asbestos

Older existing buildings in Stanton may contain asbestos. Such buildings would have been constructed when asbestos was widely considered a safety requirement to reduce fire hazards in facilities used by the public.

Other Potential Non-Household Health Hazards

Hospitals, doctors and dental offices have the potential to generate infectious wastes. Suncrest Hospital of Orange County is the only hospital located within the City limits. Although the Suncrest Hospital has recently changed from a general medical facility to a neuro-psychiatric facility, and has reduced its infectious waste generation through elimination of general medical uses, it is assumed that the new uses may include treatment of patients with psycho-active drugs through injection, or extraction of blood samples (for example, for monitoring lithium levels). There is potential that either the medical offices or hospital facility may treat patients who have infectious diseases which may contaminate cotton balls, syringes, etc.

⁵³ The relevant pages from the most recent November 1990 list were reviewed to locate all sites in the City of Stanton relative to the proposed project.

Medical offices located in the City have the potential to produce infectious wastes during in-patient procedures, including blood tests, and in-patient surgery. Dental offices also have the potential to produce infectious wastes, during dental procedures, including dental surgery.

Household Hazardous Waste⁵⁴

The Hazardous Materials Program of the Orange County Fire Department is responsible for the planning, coordination, and management of a countywide project for collection and disposal of household hazardous waste. The City is required to develop and implement a safe and effective household hazardous waste management plan in accordance with the requirements of the California Integrated Waste Management Act of 1989 (AB939) and Chapter 12 of the Orange County Solid Waste Management Plan (OCSWMP).

CR&R, Inc. operates a 10.8-acre solid waste transfer station on property owned in conjunction with the City near the intersection of Knott and Katella Avenues which is one of six designated County receptor sites for household hazardous wastes. Current zoning for the site allows the use subject to approval of a Conditional Use Permit. County plans to contract the operation to a licensed hazardous waste management firm. That transfer station is planned to be included in a "pilot" program of household hazardous waste collection, conducted by the Orange County Fire Department, Hazardous Materials Section. The objective of the pilot program is to gather statistical information on frequency of use by residents, types and quantities of household hazardous wastes, and the cost of operations for these temporary sites. The gathered information will be used to evaluate the collection programs effectiveness and to develop a permanent program. The data collected in the pilot program will also assist the City in preparing the Household Hazardous Waste Component of the Source Reduction and Recycling (SRR) Element required by AB939.

Environmental Impacts

The General Plan includes relatively few changes in land uses. However, there would be increased intensity of development and as redevelopment occurs throughout the City, older buildings may be demolished to make way for new development. If asbestos is found present in older buildings which are to be demolished, the demolition of those facilities have the potential to impact human health through asbestos exposure.

The Suncrest Hospital, doctor's offices, and dental offices are expected to continue their respective ongoing uses. Hospital, doctor's and dental office uses are regulated facilities and as such are required to obtain licenses to practice. These facilities would continue to be regulated by the State Department of Health Services and Orange County Health Care Agency to provide adequate guidance and monitoring of infectious waste generation. Existing stringent permit requirements for proper disposal of materials potentially contaminated with infectious wastes at these health care facilities are expected to adequately protect public health.

⁵⁴ Draft Technical Document for Waste Management Issue Papers, City of Stanton Consolidated General Plan Environmental Impact Report, HDR Engineering, inc. July 1990.

The Hazardous Materials Management Section (HMMS) of the County of Orange Health Care Agency is responsible for determining requirements for clean-up of USTs and other listed hazardous materials sites. It is assumed that this agency would continue its responsibilities under the General Plan Preferred Alternative and that owners of sites with hazardous materials leaks would continue to be required to follow the mandates of that agency.

The General Plan also includes development of a safe and effective program for collection and disposal of household hazardous wastes.

Asbestos Abatement

The U.S Environmental Protection Agency, Cal OSHA, and the SCAQMD will be notified, as required by law, if any asbestos is found in structures scheduled for demolition, and all required permits will be obtained. If asbestos is found in any of the buildings proposed for demolition or use in the City, a licensed contractor would be contracted to remove the asbestos. Any asbestos contaminated material would be removed from the site according to legal requirements for asbestos abatement, would be transported in an approved manner by a licensed hauler, and brought to an EPA and California registered and certified landfill. The environmental documentation required for any asbestos removal would be forwarded to the required government agencies, in accordance with any laws in effect at the time.

Household Hazardous Wastes

The General Plan includes a plan to implement a safe and effective household hazardous waste management plan. The City plans to implement such a goal through coordination with the Orange County Hazardous Materials Program in planning and implementing this plan. In addition, the Plan calls for a safe and effective program for the collection and disposal of household hazardous waste. It is expected that the pilot program in household hazardous waste collection at the CR&R site would require environmental documentation, most likely a mitigated Negative Declaration. Such a program has the potential to impact public health and safety, and the County is expected to have primary responsibility in preparing a contingency plan for use in the event of an emergency. No extremely hazardous substances would be accepted at this site, and the volume of hazardous wastes would be limited to 5 gallons or 50 pounds per visit, thereby reducing the risk-of-upset. A certified hauler would label, package, and transport the waste to a licensed hazardous waste treatment, storage, and disposal facility. No adverse impacts are expected.

The General Plan would implement the household hazardous waste strategies through a series of actions which include: development of public information and education programs, assisting in the preparation of a list of household and small generators, establishing latex paint collection days and toxic/recycle disposal days. In addition the implementation of the General plan includes provisions to arrange with licensed hazardous waste haulers to transport waste for recycling, treatment, and disposal to state permitted facilities.

Mitigation Measures

1. The City shall update its Solid Waste Transfer (SWT) zoning ordinance (Section 209.39.030) to allow the transfer of hazardous or toxic wastes at the transfer station.

2. Prior to demolition each building shall be inspected for asbestos by a licensed asbestos abatement contractor.
3. If asbestos is found to be present, EPA, Cal OSHA, and SCAQMD shall be notified as required by law and all required permits for removal obtained.
4. The asbestos removal shall be done by a licensed asbestos abatement contractor.
5. Removed asbestos contaminated material shall be disposed of in accordance with regulations and the permit requirements.
6. The City shall contact the Hazardous Materials Management Section (HMMS) of the County of Orange Health Care Agency to determine whether the City is be required to take any actions with respect to the listed hazardous materials sites. Any requirements of the HMMS shall be implemented.

3.4.2 Disaster/Emergency Planning

Environmental Setting

The City of Stanton currently has a resident population of 30,491, which represents the "population at risk" for disaster events. Although numerous employees, visitors, and commuters pass through the City on a daily basis, in disaster epidemiology studies the standard is that impacts of any given disaster event on a community are assessed based on the impact to the resident population. The Community Development Department is responsible for disaster planning for the City. The existing Emergency Plan is deficient since it is seriously out of date. The City started work on revising its Emergency Plan in 1989. At present, the City has not yet determined which department will be responsible for implementation of these plans. The Community Development Department indicated⁵⁵ that the Emergency Plan considers recommending that each department head be responsible for implementing the plan for his or her department. A recent survey of housing in the City located no unreinforced masonry buildings, so no particular plan to upgrade seismically-unsound structures is required.

It is not known which agencies or departments would provide services in the event of a major accident or disaster (including geological hazards) in the City. There is no currently designated facility which would serve as headquarters for emergency management for the community, in the event of a natural or manmade hazard. However, the incomplete revised Emergency Plan includes a recommendation that City Hall and the City owned Maintenance Building be used as critical facilities, out of which the City government would operate, during an emergency situation. The Parks and Recreation Department recently recommended that its CARC facility be included as a critical facility. The City has been assuming that Suncrest Hospital would provide both shelter and treatment services to the community. Whether this is still feasible with the conversion to a mental health facility is not known. There are several school buildings located adjacent to the City which have the potential for being used for emergency shelter. The Community Development Department is planning to distribute public education brochures with information about emergency management. The City is encouraging that individual Stanton families prepare a personal emergency plan.

Revenue is generated for the Community Development Department through plan check fees and permit fees. A variety of Federal, State, County and regional agencies have the potential to provide information about hazards, emergency planning, and possible funding sources for disaster planning. In particular, the Southern California Earthquake Preparedness Project (SCEPP), as part of the Governor's Office of Emergency Services, has been established to promote comprehensive earthquake preparedness actions by local jurisdictions, volunteer agencies and associations, and businesses and industry. This agency is able to provide technical and planning assistance to local jurisdictions in the development and implementation of programs of hazard mitigation and prevention to reduce earthquake vulnerability. The Natural Hazards Research and Applications Information Center, located in Boulder, Colorado produces a free natural hazards newsletter which includes excellent articles and information about the disaster preparedness field.⁵⁶

⁵⁵ Telephone conversation with Bonnie Kirk, Community Development, 04/24/90.

⁵⁶ A free bimonthly subscription to the Natural Hazards Observer may be obtained by writing to: Natural Hazards Research and Applications Information Center, Institute of Behavior Science #6, Campus Box 482, University of Colorado, Boulder, Colorado 80309-0482.

Many local universities and university research centers provide opportunities for disaster preparedness research for professors and students in fields including social sciences or public health. It may be possible for the City to identify through such a program a graduate student or researcher interested in working with a citizens group to continue to develop an updated Emergency Plan for the City, perhaps either as a volunteer or intern, or at a lower cost than would be available otherwise. Many Stanton residents may be professionally trained or involved in fields which would enable them to make a particular contribution to development of an Emergency Plan, such as local firefighters, police, paramedics, nurses, doctors, psychiatrists, social workers, teachers, public works employees, ham radio operators, and bilingual members of the community. Organizations such as the Boy Scouts and Girl Scouts, church organizations, and public service clubs also provide potential human resources. Whether trained or untrained, any interested residents committed to community service may provide an invaluable resource for development of an Emergency Plan, which is presently underutilized.

Environmental Impacts

The changes in land use have potential to increase development of both residential and non-residential uses. There is potential for the addition of 1,347 new dwelling units, which would increase the "population at risk" (within City limits) for a disaster event by an estimated maximum of 3,560 persons. With the Preferred Alternative, there would also be potential for new and enhanced non-residential development up to 670,402 square feet of retail, 1,537,700 square feet of office, and 601,108 square feet of industrial uses. The fact that the City seeks to improve its code enforcement program is particularly important, since the most serious hazard, earthquakes, is mitigated to a large extent through application of the seismic safety requirements of the Uniform Building Code, and through rigorous building inspection to ensure those requirements are met prior to human habitation.

However, as important as such structural responses to hazards are disaster preparedness would not be mitigated to the maximum extent possible without an Emergency Plan which can be implemented within the context of the Stanton community. Disaster planning provides a non-structural adjustment to a hazardous environment which includes recommendations for individual and group behavior that have potential to reduce deaths and injuries, reduce property loss, provide disaster assistance such as medical care and emergency shelter, provide for effective evacuation for those types of disasters which require evacuation, and provide comfort through encouraging social support.

For example, world-wide, most rescues of trapped victims in buildings which collapsed during earthquakes were provided by family members, friends, and neighbors with no more sophisticated equipment than hand shovels. Professional rescue teams would most likely not be available until well after a disaster event occurs, and may be too few in number. Research has shown that for a significant reduction in earthquake mortality, attention should be given to rescue actions within the first two days after impact.⁵⁷ A state of preparedness, with reliance on Stanton's own resources and self-help, would be the most effective approach to reduce mortality (deaths) due to a major earthquake event. In other types of disasters, such as flooding from dam failure, the number of deaths may depend most on early recognition of the impending disaster, an appropriate early warning system, and a plan for evacuation of the population to a safe area. Catastrophic fire hazards may also require large-scale evacuation of much of the population, in conjunction with professional fire-fighting strategies. Gas or oil pipeline rupture hazard (risk-of-upset) also require the response of trained professionals.

⁵⁷ "The 1980 Earthquake in Southern Italy: Rescue of Trapped Victims and Mortality", De Bruycker, Greco, et al, Bull. WHO, 61(6): 1022-1025, 1983.

The General Plan includes as its goal, a City Emergency Preparedness Program which effectively delegates and defines the roles and responsibilities of City Departments. Included is a strategy to contact the County if City resources are insufficient to deal with identified hazards. The General Plan identifies three areas of priority for the Emergency Preparedness Program: 1) hazards mitigation, 2) disaster response, and 3) self-sufficiently and mutual support of residents, businesses and industry. The General Plan proposes to maintain and update the City's Emergency Plan on a regular basis. While this is an excellent idea, it requires that the City first develop and adopt an Emergency Plan. The General Plan also proposes to update emergency preparedness through community education and self-help programs. To provide educational programs in search and rescue and basic first aid, as a top priority, would be especially helpful.

The General Plan also includes the goal to prepare the City for response in the case of an earthquake hazard. Since this is the highest risk hazard to threaten the City, it is especially important that this receive the highest priority. The risk from dam failure, while potentially catastrophic, may be less likely to occur. The relative risk of fire hazard in Santa Ana wind conditions is less clear, but determination of the likelihood of this type of hazard would be helpful in assisting the City in establishing its priorities. The City recognizes the need for a geologic hazards map, and the need to update this information periodically. The information provided in this EIR, in Figures 20 and 21 (Section 3.4.5 Seismic Management), may be a useful start for development of a hazards map. The adoption of any geologic hazards map should involve consultation with a registered, licensed State of California geologist and must also be reviewed by the Division of Mines and Geology, which would confirm current accuracy and adequacy of such a Geologic Hazards map.

The specific actions which the General Plan includes to implement the strategies that have been outlined also include development of a regular training and exercise for disaster response, and in particular for earthquake preparedness. The City is planning to participate proactively in the Orange County cities Emergency Management Organization, which is especially helpful, since multi-jurisdictional cooperation may be necessary in a disaster event. The General Plan also mandates that the City determine headquarters for a Disaster Response and Emergency Center. Finally, the General Plan calls for a building survey to be conducted every five years for the purpose of determining whether seismic upgrading of structures is required.

Some Stanton residents would be more sensitive to a disaster event than others, or may have constraints which limit their ability to make an appropriate response. Typically children, the elderly, non-English or limited-English speaking residents, handicapped residents (including visually-impaired, hearing-impaired, mobility-impaired persons, and developmentally/physically disabled persons) may be more susceptible to risk from disaster events. Residents with heart problems may be susceptible to greater risk of heart attacks during a major earthquake event.⁵⁸ Residents who lack swimming ability would be at greater risk from flood hazards than those who have this ability. Visitors to Stanton, especially those visitors who live in regions with little risk for seismic hazards may be especially at risk, since they may have little knowledge of what is the appropriate response to such an event. A disaster event may occur at a time when there is a high concentration of individuals in a public or private building, and mass panic may occur.

⁵⁸ "Psychological Stress and Fatal Heart Attack: The Athens (1981) Earthquake Natural Experiment," *The Lancet*, pp. 441-443, 1983, showed that an excess number of fatalities from atherosclerotic heart disease (as underlying cause) and from cardiac events (as proximate cause) during the first five days after a major earthquake. The study indicated that quake-related stress was related to this increased risk.

The City Hall is expected to be identified as one of two critical facilities during a disaster. The other critical facility is the Public Works maintenance facility located at 10652 Bell Street.⁵⁹ Critical facilities include uses which are planned for use as operations centers during an emergency, and which provide services critical to the functioning of the City during or immediately following a disaster. As a critical facility, and seat of the City of Stanton government, the new City Hall facilities would have the potential to provide a center of operations for local government during a disaster event, such as a major earthquake or flood from dam failure. The need for community leadership to respond to a disaster in a manner which best addresses local needs and provides a focal point for community identify during a disaster make the structural integrity of the City Hall particularly important.

In highly active seismic areas, including all of Southern California, there is always potential for significant loss of life and property damage during a major seismic event, despite adoption of the best seismic design, building, and construction practices. The potential for significant social and economic disruption is high following such an event. The period of reconstruction following a disaster provides an opportunity for local community leadership to address the appropriate needs of the community. Successful reconstruction of a community in the aftermath of a disaster may be facilitated by prior planning, including the identification of responsible agents, and establishment of contacts with higher-level government agencies, such as the County Advanced Planning Division, the State Emergency Planning Agency, the Federal Emergency Management Agency, the American Red Cross, or other agencies which may be involved in disaster response.

The increase in population and in intensity of development with the Preferred Alternative is an environmentally significant impact due to the existing lack of an Emergency Plan. If the City implements the strategies and actions outlined in the Preferred Alternative, in addition to implementing the following mitigation measures, the potential for increased exposure to loss of life and property from natural and man-made hazards would be mitigated as much as is feasible. Future consideration for the City may include an assessment of the costs/benefits of development of a Reconstruction Plan, with the objective of reducing potential economic hazards through pre-planning.

Mitigation Measures

1. The City shall develop an Emergency Plan, which considers all identified natural and man-made hazards (see Section 3.4.5, Seismic Management; Section 3.3.10; Fire Protection; Section 3.3.8, Flood Control; and Section 3.4.3, Risk of Upset for details) and provides a means of implementing the Plan. In conjunction with the Emergency Plan, appropriate evacuation routes shall be identified.
2. The City shall consider means of encouraging citizen participation in development of the Emergency Plan and Emergency Preparedness Program.
3. The City shall develop a Citywide Geologic Hazards map, in consultation with a registered, licensed State of California geologist.
4. The City shall request the Division of Mines and Geology review both the Emergency Plan and the Geologic Hazards Map. Any additional requirements which the Division of Mines and Geology determines are needed, in development of the Community Health and Safety Element, the Emergency Plan, or the Geologic Hazards Map shall be implemented.

⁵⁹ Telephone conversation with Bonnie Kirk, Community Development, 12/17/90.

5. Consideration shall be made to develop an ordinance requiring the posting of earthquake and dam failure emergency response information in public assembly buildings, including: public service assembly halls, schools (if not posted), churches, hospitals, large commercial buildings or malls, hotels, motels, and tourist attractions, and theaters. The objective of such an ordinance would be to provide information, not unlike fire hazard information, to potential users of these buildings, on what a safe response to a disaster event would be, in accordance with the recommendations of the Stanton Emergency Plan.
6. Consideration shall be given to development of a Post-Disaster Reconstruction Plan, in accordance with SB 1920, Seismic Disaster Preparedness Act which authorizes local governments to prepare reconstruction plans facilitating recovery in the event of a disaster. The Seismic Safety Commission, along with San Bernardino County, is tasked to develop a model plan which may provide useful guidance.

The objective of such a plan would be to coordinate local government agents and define the role of local government in addressing post-disaster concerns, such as: providing water, food, and medical services to the public; providing temporary shelter for Stanton residents with unsafe dwellings; housing rehabilitation, administration of emergency disaster funds, non-residential rehabilitation, and other required emergency responses.

3.4.3 Risk of Upset

Environmental Setting

Petroleum product lines represent a potential risk-of-upset hazard, especially if such lines are ruptured as the result of ground shaking or ground rupture during a seismic event. The Orange County Safety Element includes linear systems failures in its Safety Element. Since the City will essentially be adopting that element as its safety element, it will be important to identify areas in the City where such potential hazards exist, in order to incorporate this hazards into its Emergency Plan. Hazardous substances and materials also present potential risk-of-upset, due to potential for hazardous materials spills, especially earthquake-induced hazardous materials releases.

A number of companies have oil transmissions lines which run beneath Knott Avenue. The companies identified by the Dig Alert phone operator include: Chevron Oil, Four Corners Pipeline, Golden West Refineries, and the Texaco Oil Company. Oil pipelines are regulated by the California Pipeline Safety Act (CPSA) of 1981, Section 51014.6. The intent of this Act was to enable the State Fire Marshall to exercise safety regulations and to provide authority over intrastate hazardous liquid pipelines. The CPSA establishes criminal offenses and punishment to control potential tampering with existing pipelines, including pipeline signs and right-of-way markers. All development which occurs within and/or adjacent to these pipelines and right-of-ways is subject to restrictions on building within or adjacent to pipeline easements, Section 51014.6 of this Act.

Chevron Oil

Chevron U.S.A. Incorporated has an active Northam-Huntington Beach pipeline system which traverses the City of Stanton, but which does not provide service to the city. The type of pipeline involved in the Chevron system would not be accessible to provide any oil distribution services to the city.

The Northam-Huntington Beach pipeline is regulated by the California Pipeline Safety Act (CPSA) of 1981, Section 51014.6. Contractors in Stanton are requested to contact Mr. Jay Lopez, Chevron Pipeline Company at (213) 694-7451 and Underground Service Alert at (800) 422-4133 not less than 48 hours prior to any on-site work.

Four Corners Pipeline

Four Corners Pipeline has stated⁶⁰ that they have 3857 feet of all 8- 5/8 inch OD Crude Oil Pipeline, in Knott Avenue. This pipeline runs from the south border of Stanton on Knott Avenue to Cerritos, then west along Cerritos to the west City border. There are no land uses which this company considers could adversely affect their existing pipeline facilities, since they are all located in City streets.

⁶⁰ Response to Public Service Questionnaire, Mr. Robert Lintern, received April 1990.

Golden West Refining Company

Golden West Refining Company has two pipelines in Stanton: a six (6) inch line and a twelve (12) inch line that traverses north and south under Knott Avenue. These pipelines carry crude oil from Huntington Beach to Santa Fe Springs, and do not provide any service to the City. This Company has indicated⁶¹ that it is important to keep their right-of-ways clear of any obstruction, and to restrict nearby construction which would impair access to testing and repair of this equipment.

Texaco Company

Underground Service Alert indicated that Texaco Company has oil pipeline facilities in the Knott Avenue area. However, further information is not available from this company.

California Pipeline Safety Act of 1981

The California Pipeline Safety Act of 1981 (Chapter 5.5 of the California Government Code), Section 51014.6 includes restrictions on building within or adjacent to pipeline easements, which are designed to protect life and property from risk-of-upset hazards. Section 51015 includes a requirement that every pipeline operator provide to the Fire Department which has fire suppression responsibility, a map or suitable diagram showing the location of the pipeline, a description of all products transported within the pipeline and a contingency plan for pipeline emergencies which shall include but not be limited to any reasonable information which the State Fire Marshall may require. The pipeline operator is also responsible to meet with the local fire department having fire suppression responsibilities at least once each calendar year to discuss and review contingency plans for pipeline emergencies. The Pipeline Regulation Act includes specific definition as to what constitutes a criminal offense and outlines appropriate punishment which may be implemented.

Environmental Impacts

The General Plan assumes that the City would eventually be built-out according to the land uses planned for. Although petroleum pipelines are not providing a service to the City, any new development, or redevelopment, on or adjacent to the existing pipelines and right-of-ways may impact those facilities or increase the risk-of-upset through construction and excavation activities if appropriate safety regulations are not complied with.

The General Plan includes development of an Emergency Preparedness Program with consideration of severance of gas and petroleum lines. The Plan would adopt a program of regular training and exercise for disaster response. With respect to risk-of-upset emergencies, the training and exercise would need to be based on the pipeline emergency plan prepared by the pipeline operators in conjunction with the Fire Department.

⁶¹ Response to Public Service Questionnaire, Mr. Jerry Wagner, received April 1990.

The General Plan assumes that the risk-of-upset from hazardous substances would be insignificant. The proposed household hazardous waste transfer site at the CR&R facility would not accept any extremely hazardous substances, nor would volumes of hazardous wastes exceed 5 gallons (if liquid) or 50 pounds (if solid).

Mitigation Measures

1. The City shall require that applicants for new development projects contact the Underground Service Alert at (800) 422-4133 to identify any pipelines or pipeline right-of-ways which are on or adjacent to the proposed site. If the proposed site is located on or adjacent to any pipeline or pipeline right-of-way, the applicant shall contact the appropriate pipeline operator to identify potential adverse impacts and make recommendations for mitigation of any such impacts.
2. The City shall contact the Orange County Fire Department for information regarding the pipeline emergency plan(s) and incorporate this information and recommendations in development of the Stanton Emergency Plan and Emergency Preparedness Program.
3. The City shall implement those requirements which the County requires as part of its contingency plan for the household hazardous waste collection program.
4. The City shall require that all hazardous waste personnel be trained according to OSHA requirements to properly handle hazardous waste and respond to a Level A emergency such as a minor spill or small fire.
5. Equipment (such as fire extinguishers, chemical adsorbents, personnel protection equipment) to handle such emergencies shall be maintained on-site at the CR&R household hazardous waste transfer site at all times.

3.4.4 Noise

Environmental Setting

Noise Fundamentals

Noise is usually defined as "unwanted sound". It consists of any sound that may produce physiological or psychological damage and/or interfere with man's communication, work, rest, recreation, and sleep. People recognize that noise has become an environmental pollutant that threatens our quality of life. In this way, it is a form of energy waste from man's activities.

To the human ear, sound has two significant characteristics: pitch and loudness. The negative aspect of pitch is generally related to annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations (cycles per second) of a wave that result in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment, measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn, produces the sound's effect. This is a characteristic of sound which can be precisely measured with monitoring instruments.

Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). Various sound levels corresponding to typical sources are provided in Figure 16.

Noise Standards

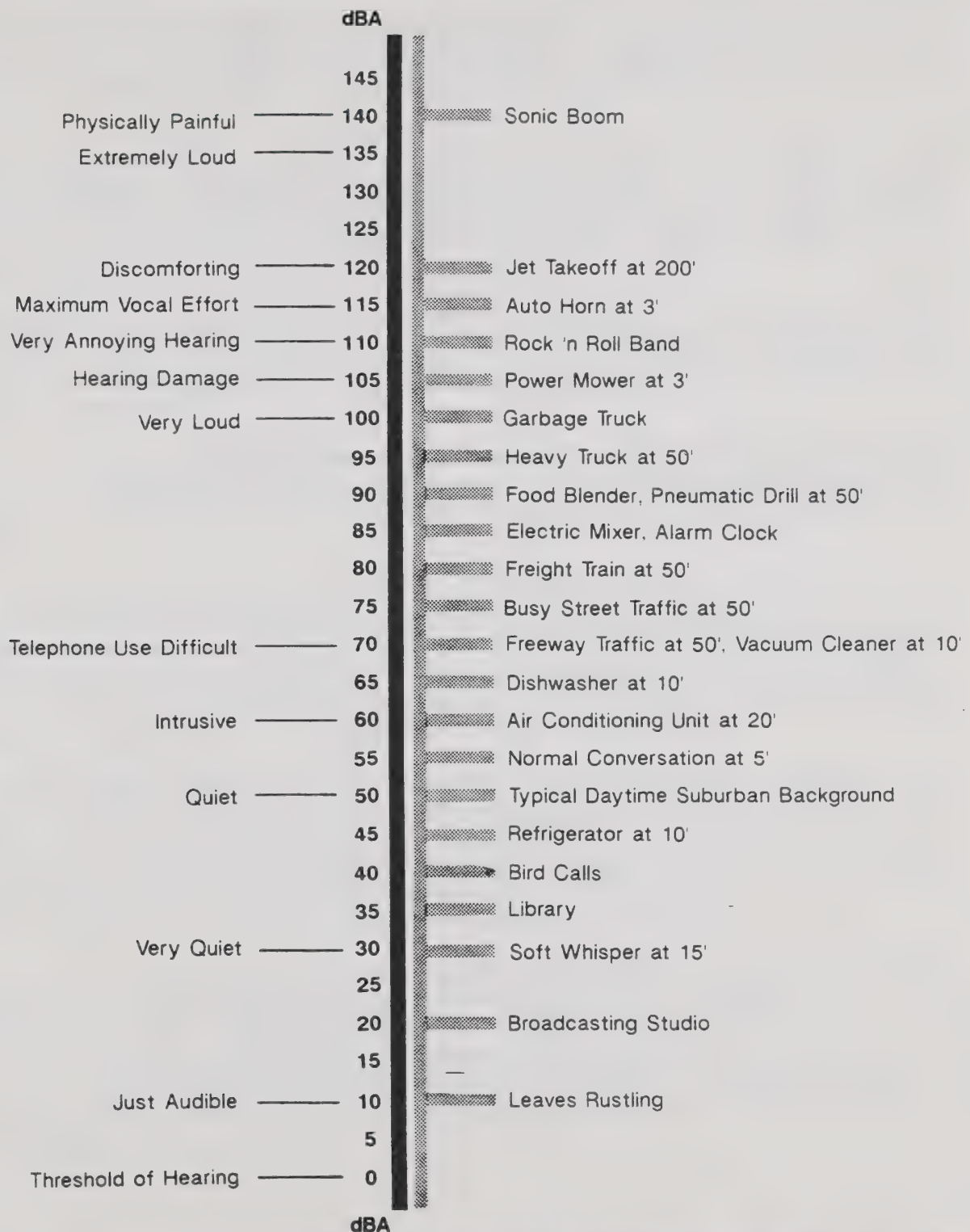
Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, at educational facilities it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at 45 dBA, so residential land use standards must reflect this noise level.

The City of Stanton Draft Noise Element of the General Plan (July 1987) presents noise issues and summarizes existing and future conditions in the City. The Element also contains noise goals, policies and implementation areas to ensure a compatible noise environment between land uses. The goal contained in the 1974 and 1987 versions of the Noise Element is as follows:

The primary goal of the Noise Element of the City of Stanton is to provide a quality noise environment compatible with the health and welfare of its citizens, and in a reasonable relationship to land use.

This goal is supported by four expanded objectives including: 1) provide for the reduction of noise where the noise environment represents a threat to public health and welfare; 2) reduce noise impacts in degraded areas; 3) protect and maintain those areas having acceptable noise environments; and 4) provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use decisions.

SOUND LEVELS AND HUMAN RESPONSE



SOURCE: ADAPTED FROM WILLIAM BRONSON, "EAR POLLUTION," CALIFORNIA HEALTH (OCTOBER, 1971), P. 29

Policies, detailed in the Noise Element, consider transportation and other noise sources, standards, sensitive receptors, noise reduction measures and implementation potential for these policies. Single-family homes, schools, parks, hospitals, and convalescent homes are considered noise sensitive land uses by the City of Stanton.

The Noise Element of the City of Stanton General Plan discusses major sound generators and noise sensitive land uses in and around the City. The predominant noise source originates from motor vehicle traffic along surface roadways and from State Route 22, just south of the City boundary. Land use compatibility with noise is addressed from two perspectives in the Noise Element, land use planning and facility design.

Table 27 provides a noise/land use compatibility matrix for planning purposes to determine if uses can be properly mitigated and allowed within various exterior noise environments. It identifies "clearly compatible", "normally compatible", "normally incompatible", and "clearly incompatible" noise levels for various land use types.

As shown on Table 27, the following categories are designated "normally compatible": residential up to 70 CNEL, commercial facilities up to 80 CNEL, office use up to 75 CNEL, and institutional up to 65 CNEL. Civic Center uses are considered "normally compatible" in exterior noise environments up to 60 CNEL.

A "clearly compatible" designation implies that a specified land use is satisfactory in the noted exterior environment, whereas "normally compatible" indicates that new development requires a noise analysis with mitigation provided to achieve acceptable levels. By comparison, a "normally incompatible" designation indicates new construction should generally be discouraged and if it proceeds that a detailed analysis of noise reduction requirements must be made and included in the design. The category "clearly incompatible" suggest that new construction should generally not be undertaken.

The Noise Element also provides interior and exterior noise levels for facility design and exterior mitigation as shown in Table 28. Residential, institutional, and other land uses with activities less tolerant of noise, such as hotels, movie theaters, office buildings, and community halls, are not acceptable in interior noise environments greater than 45 CNEL. Commercial, industrial, and other uses, such as sports clubs and gymnasiums, may be compatible with maximum indoor noise levels between 45 and 65 CNEL. Outdoor noise levels in sensitive areas should be attenuated to less than 65 CNEL.

The City of Stanton Noise Control Ordinance is used for enforcement between land uses, by establishing standards for residential properties. Exterior noise standards, presented in Table 29, are based on the Orange County Noise Ordinance. The Noise Ordinance establishes outdoor standards for noise between neighboring land uses. It is designed to protect residential areas and other land uses from noise sources other than transportation sources. In addition to the 7:00 a.m. - 10:00 p.m. time period, which has a 55 dB base level, the City ordinance sets a 50 dB base noise level for the sensitive nighttime hours between 10:00 p.m. and 7:00 a.m.

**TABLE 27
NOISE/LAND USE COMPATIBILITY MATRIX**

Land Use Categories		Community Noise Equivalent Level CNEL						
Categories	Uses	≤55	60	65	70	75	80≥	
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research & Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Go-Cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

INTERPRETATION

ZONE A CLEARLY COMPATIBLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B NORMALLY COMPATIBLE: New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C NORMALLY INCOMPATIBLE: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D CLEARLY INCOMPATIBLE: New construction or development should generally not be undertaken.

- * Construction of new residential uses will not be allowed in the 65 CNEL for airport noise.

TABLE 28
INTERIOR/EXTERIOR NOISE LEVELS

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
Categories	Uses	Interior ¹	Exterior ²
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 ³	65
	Mobile Home	—	64 ⁴
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65 ⁵
	Commercial Retail, Bank, Restaurant	55	—
	Office Building, Research & Development, Professional Offices, City Office Building	45	—
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, Warehousing, Wholesale, Utilities	65	—
	Movie Theater	45	—
INSTITUTIONAL	Hospital, School's classroom	45	65
	Church, Library	45	—
OPEN SPACE	Parks	—	65

INTERPRETATION

- Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- Outdoor environment limited to:
 - Private yard of single family
 - Multi-family private patio or balcony which is served by a means of exit from inside.
 - Mobile home park
 - Hospital patio
 - Park's picnic area
 - School's playground
 - Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
- Except those areas affected by aircraft noise. Policies, detailed in the Noise Element, consider transportation and other noise sources, standards, sensitive receptors, noise reduction measures and implementation potential for these policies. Single-family homes, schools, parks, hospitals, and convalescent homes are considered noise sensitive land uses by the City of Stanton. The 65 CNEL is considered the maximum level acceptable for these uses. Noise sensitive uses are permitted in areas with ambient environments in excess of 65 CNEL if mitigation is provided to reduce noise to acceptable levels.

TABLE 29
NOISE ORDINANCE EXTERIOR STANDARDS
BETWEEN 7:00 A.M. AND 10:00 P.M.

Land Use	Noise Level not to be Exceeded	Maximum Allowable Duration of Exceedable
Residential and other Noise Sensitive Land Uses	55 dBA	30 minutes/hour
	60 dBA	15 minutes/hour
	65 dBA	5 minutes/hour
	70 dBA	1 minute/hour
	75 dBA	for any period of time

The Stanton noise ordinance also includes interior noise standards for residential uses. Based on a 55 dB level for the hours of 7:00 a.m. - 10:00 p.m., and 45 dB from 10:00 p.m. - 7:00 a.m., the maximum allowable duration for exceeding the provided day or night standard is five minutes per hour for the standard, one minute per hour for the standard plus 5 dB, and any amount of time if the standard is exceeded by 10 dB. Land uses exempted from these standards are similar to the Orange County Noise Ordinance exemptions.

Current Noise Environment

As a prerequisite to an effective noise control program, a community must be cognizant of the location and extent of local noise problems; namely major noise source locations, noise sensitive receptor locations and current levels of exposure. This data can then be utilized to focus noise control and abatement efforts where they are most needed. In some cases, the control of noise sources will be beyond the City's jurisdiction. However, by recognizing these limitations, more effective land use strategies can be developed.

Ambient Noise Measurements

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The noise measurement survey completed by Mestre Greve in 1987 was conducted at 13 locations to determine the ambient noise environment at these facilities. Monitoring locations are identified in Figure 17. The main purpose of the noise monitoring was to determine an existing noise profile for the study area that could be used in estimating the level of current and future noise impact. The methodology used in the measurements is summarized in Appendix D.

Table 30 provides noise measurement data and site descriptions for the 13 monitoring locations. As shown therein, noise levels exceeded the 65 dBA criteria (established by the City of Stanton for locating sensitive land uses) at four of the six monitoring locations, which characterize mobile noise sources.

MEASUREMENT LOCATIONS

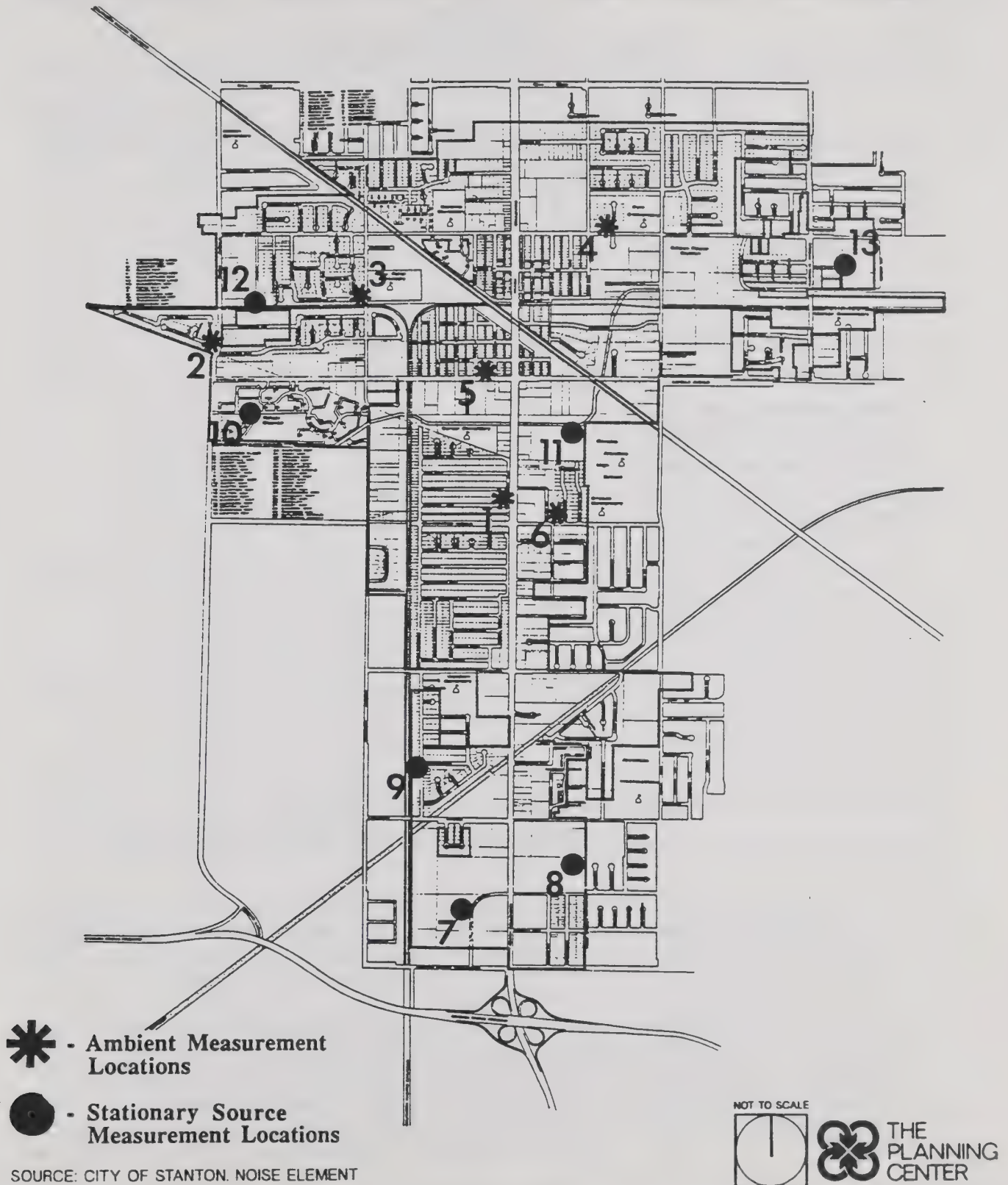


TABLE 30
1987 AMBIENT NOISE LEVELS

Noise Measurement Location	Day	Time	Measured Leq	Primary Noise Source	Comments
1	5/14	3:50 p.m.	68.0	Traffic on Beach	Single Family Residence
2	5/14	2:00 p.m.	65.3	Traffic on Knott	2 Helicopter Fly-overs
3	5/14	2:20 p.m.	63.9	Traffic on Western	Residential Across from City Hall
4	5/14	2:45 p.m.	65.3	Traffic on Cerritos; Helicopters	Residential Across from Commercial
5	5/14	1:20 p.m.	66.2	Traffic on Katella	Residential Across from Library
6	5/14	3:30 p.m.	64.5	Traffic on Orangewood	Residential Near City Boundary
7	5/15	4:00 p.m.	62.7	Traffic	Commercial/Residential Border; No Audible Commercial Noise
8	5/15	3:15 p.m.	51.1	Distant Traffic from Beach and SR 22	Mobile Home Park/Commercial Border
9	5/15	2:30 p.m.	58.4	Light Traffic on Rosalia, Light Machine Noise from Swedlow, Helicopter Flyovers	Commercial/Residential Border and City Boundary
10	5/15	12:30 p.m.	60.9	Truck Noise from Transfer Station on Fulton	Transfer Station/Residential Border
11	5/15	1:45 p.m.	47.1	Light Industrial Noise from adjacent Rock Crushing Yard	Industrial/Mobile Home Border
12	5/15	11:45 a.m.	57.0	Barking Dogs from Kennels	Residential Adjacent to Several Animal Boarding Facilities
13	5/15	11:10 a.m.	53.1	Distant Traffic, Light Aircraft Flyovers	Commercial/Residential Border

Source: Mestre Greve Associates; Technical Appendix, City of Stanton Noise Element.

Monitoring sites 7 through 13 addressed stationary noise sources, including loading docks, manufacturing plants, waste transfer stations, rock crushing yard, dog kennels, and other sources. Measurements at two of the stationary source sites, Sites 10 and 12, indicated that noise ordinance violations are likely occurring in these areas.

Site 10 is located at a solid waste transfer station. The measurement, taken behind a 12-foot wall, indicated that noise levels generated by the waste transfer activities were very near the noise ordinance limits and may be in violation. Additionally, there was a direct line-of-sight from second floor areas, which receive little or no protection from the sound wall. While measurements were not made on the second floors, the noise measurements taken at the first floor level strongly indicate that the noise levels in the second floor areas exceed the noise ordinance limits.

Numerous complaints have been reported by residents living near several dog kennel and training facilities located outside the City boundary in an unincorporated section of Orange County. Site 12 is indicative of this situation. The noise measurements at Site 12 indicate that the dog kennel was just under the daytime noise ordinance limits. More lengthy monitoring of the dog kennels would probably detect periods when the kennel noise exceeded the noise ordinance limits. Additionally, the noise ordinance limits become more stringent at night, and additional monitoring during the nighttime hours may also indicate violations.

Significant Noise Sources

Two types of noise sources should be considered in a community noise inventory: stationary sources and mobile sources. Fixed sources of noise include airports, train depots, industrial and construction activities, air conditioning/refrigeration units, concert halls, loud whistles or bells, outdoor sporting events, loud radio, stereo or television usage, power tools, lawn mowers, home appliances and barking dogs. Mobile noise sources are typically transportation-related and include aircraft, trains, automobiles, trucks, buses, and motorcycles.

Motor vehicles in the City are the major source of continuous noise. The City of Stanton is bisected by a number of arterial roadways and a freeway is located just south of the City boundary. The major east-west roadways in the City include Cerritos Avenue, Katella Avenue, Orangewood Avenue, Chapman Avenue, Lampson Avenue, and Garden Grove Boulevard. The major north-south roadways in the City include Knott Avenue, Western Avenue, Beach Boulevard (SR-39), Dale Avenue, and Magnolia Avenue. Additional roadways carry significant traffic levels and have adjacent residential land uses. The Garden Grove Freeway (SR-22) has minimal impact on Stanton because it does not pass through the City nor is it directly adjacent to any City boundary. It is located just south of the City boundary and is elevated above Beach Boulevard. Minimal freeway sound attenuation features exist in the Stanton area. Land uses adjacent to these roadways are affected by motor vehicle noise. In addition, land uses such as the Orange County Indoor Swap Meet increase weekend traffic volumes in the vicinity.

The highway traffic noise prediction model developed by the Federal Highway Administration (RD-77-108) was used to evaluate existing noise conditions in the study area. Table 31 provides the current noise levels adjacent to major roadways in the City of Stanton, assuming a standard sound attenuation of 4.5 dBA with each doubling of distance. As shown therein, the noise levels at 100 feet from the centerline of area roadways currently range from a low of 58.0 CNEL along Orangewood Avenue to a high of 71.4 CNEL along Beach Boulevard (SR-39). The noise levels provided in Table 31 are typical for an urban area. The 70 dBA contour presently falls within the right-of-way along 26 of the 41 roadway links analyzed.

Another source of mobile noise is the Southern Pacific Transportation Company (SPTC), which operates the West Santa Ana Branch line through Stanton. These tracks provide transportation for goods and equipment distribution, primarily to and from industrial areas on the west side of the City. The SPTC operates two 870-foot trains per day, one at 3:00 p.m. and the other at 7:00 p.m.

**TABLE 31
EXISTING EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
CERRITOS AVENUE					
West of Knott Avenue	15,000	62.7	33	70	151
West of Western Avenue	16,000	63.0	34	73	158
West of Beach Boulevard	18,000	63.5	37	79	171
West of Dale Avenue	18,000	63.5	37	79	171
West of Magnolia Avenue	14,000	62.4	R/W	67	144
East of Magnolia Avenue	11,000	61.3	R/W	57	123
KATELLA AVENUE					
West of Knott Avenue	24,000	66.0	R/W	117	251
West of Western Avenue	26,000	65.1	R/W	101	218
West of Beach Boulevard	28,000	65.4	R/W	106	229
West of Dale Avenue	28,000	65.4	R/W	106	229
West of Magnolia Avenue	26,000	65.1	R/W	101	218
East of Magnolia Avenue	24,000	64.7	R/W	96	207
ORANGEWOOD AVENUE					
West of Western Avenue	8,000	58.5	R/W	37	80
West of Beach Boulevard	7,000	58.0	R/W	34	73
East of Beach Boulevard	9,000	59.1	R/W	40	86
West of Magnolia Avenue	11,000	59.9	R/W	46	99
CHAPMAN AVENUE					
West of Western Avenue	16,000	62.0	R/W	59	127
West of Beach Boulevard	20,000	62.5	R/W	68	147
West of Dale Avenue	20,000	64.0	R/W	85	183
East of Dale Avenue	18,000	63.5	R/W	79	171
LAMPSON AVENUE					
West of Beach Boulevard	14,000	61.0	25	54	116
East of Beach Boulevard	10,000	61.0	25	53	115
KNOTT AVENUE					
South of Katella Avenue	26,000	65.1	47	101	218
South of Cerritos Avenue	22,000	64.4	R/W	90	195
WESTERN AVENUE					
South of Katella Avenue	17,000	63.2	35	76	164
South of Cerritos Avenue	16,000	63.0	34	73	158
North of Cerritos Avenue	18,000	58.7	R/W	38	82

**TABLE 31
EXISTING EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
BEACH BOULEVARD (SR-39)					
South of Lampson Avenue	66,000	71.4	124	266	573
South of Chapman Avenue	62,000	71.1	118	255	550
South of Orangewood Avenue	56,000	69.6	93	201	433
South of Katella Avenue	58,000	69.7	95	206	443
South of Cerritos Avenue	55,000	69.5	92	199	428
North of Cerritos Avenue	55,000	69.5	92	199	428
DALE AVENUE					
South of Chapman Avenue	15,000	61.3	R/W	56	122
South of Orangewood Avenue	10,000	59.5	R/W	43	93
South of Katella Avenue	12,000	60.3	R/W	49	105
South of Cerritos Avenue	14,000	62.4	R/W	67	144
North of Cerritos Avenue	14,000	62.4	R/W	67	144
MAGNOLIA AVENUE					
South of Magnolia Avenue	19,000	63.7	R/W	82	177
South of Cerritos Avenue	23,000	64.5	R/W	93	201
North of Cerritos Avenue	22,000	64.4	R/W	90	195
1. ADT = Average Daily Traffic Volumes. 2. Measured at 100 feet from roadway centerline. 3. Distances measured from roadway centerline. R/W means contour is located within the roadway right-of-way.					

Data was interpreted with the Wyle Laboratories train noise methodology to determine noise associated with the SPTC rail line in Stanton. Noise exposure contours along railway tracks are determined from the number and type of trains using the line, the magnitude and duration of each train pass, and the time of day the operation occurs. The CNEL noise contours for the SPTC line are 56.6 at 100 feet, 53.1 at 200 feet, 47.6 at 400 feet, and 43.2 at 800 feet. These noise levels are considered acceptable for sensitive land uses by the City of Stanton.

There are no future plans to increase the current level of activity on the line, according to company representatives. However, rail traffic will respond to market demand and may increase or decrease depending on the future land uses in the vicinity. Any future impact will be directly related not only to the number of operations occurring each day but also to the time of day at which they occur. A significant increase in nighttime operations would have a detrimental effect on the quality of life in the City of Stanton.

Several other rail lines exist in Stanton, including the old Pacific Electric Rail right-of-way and a rarely used SPTC line. The Pacific Electric Corridor is a 100-foot wide strip of vacant land that extends from Dale Street in the southeast portion of the City to Western Avenue in the northwest. It was once the route for the electric "Red Car" commuter line linking major cities in the Los Angeles

Basin with outlying areas. Although no concrete plans exist for future use of these lines, any transportation lines could significantly impact adjacent development if improperly planned.

Existing Compatibility Summary

In the City of Stanton there are five major sources of noise:

1. Traffic on the Southern Pacific rail line,
2. Traffic on the major arterials within the City,
3. Traffic on SR-39 and SR-22,
4. Industrial facilities and loading docks,
5. Animal kennels and training facilities.

Of these, the most serious problem is the noise level produced by motor vehicles on State Highways and major arterials. A CNEL in excess of 65 dBA exists outside of the roadway right-of-way along Katella Avenue, Knott Avenue, and Beach Boulevard (SR-39) with the potential to impact adjacent residential and other sensitive receptors.

Environmental Impacts

Future Noise Environment

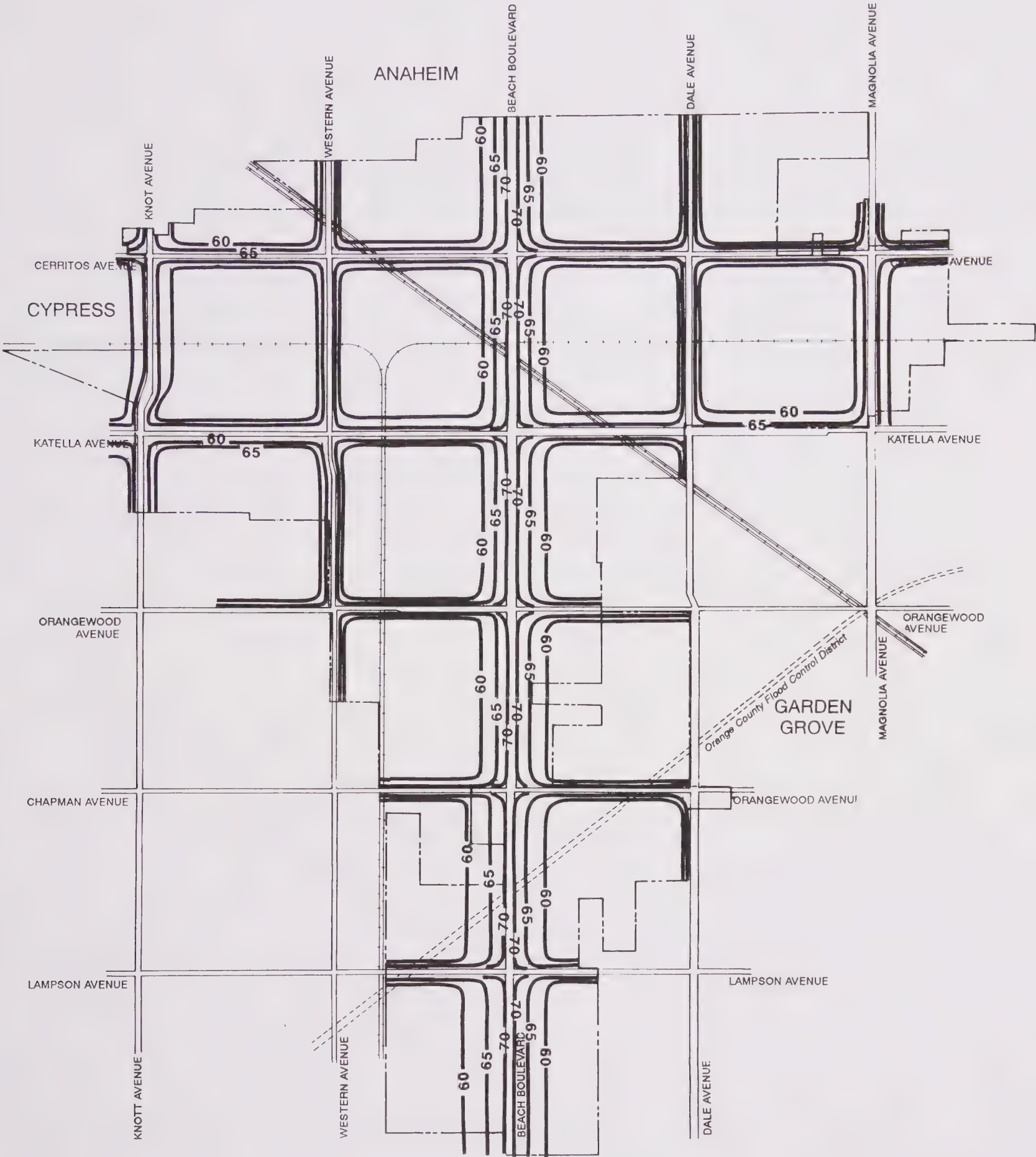
Future noise levels were developed from the expected motor vehicle volumes in the City of Stanton for the year 2010. These cumulative levels include the build-out of residential, commercial and industrial areas designated in the General Plan Land Use Element. These land use designations differ from the County of Orange demographic projections by predicting a lower rate of population and dwelling unit growth in the City. The data used for noise projections are consistent with the land use and circulation information utilized in the City of Stanton General Plan Update.

Figure 18 provides the future noise contours projected in the City of Stanton under General Plan build-out conditions. The noise contours are shown in terms of the CNEL noise metric utilized by the City. The contours depict vehicular traffic volumes on major roadways throughout the City for the 60 and 65 CNEL.

Noise contour information utilized for Figure 18 is provided in Table 32. As shown therein, the year 2010 noise level at 100 feet from the centerline ranges from a low of 58.5 CNEL along Orangewood Avenue to a high of 72.0 CNEL along Beach Boulevard. The 70 CNEL contour is located within the right-of-way along sixteen of the forty-one links analyzed.

Sensitive Receptors

Current land uses located within the City of Stanton that are sensitive to intrusive noise include hospital and convalescent care facilities, libraries, parks, residential areas and schools. The 65 CNEL is generally considered the maximum exterior level acceptable for these uses. Noise sensitive uses are permitted in areas with ambient environments in excess of 65 CNEL if mitigation is provided to reduce noise to acceptable levels. Figure 198 details the locations of sensitive receptors within the City limits.

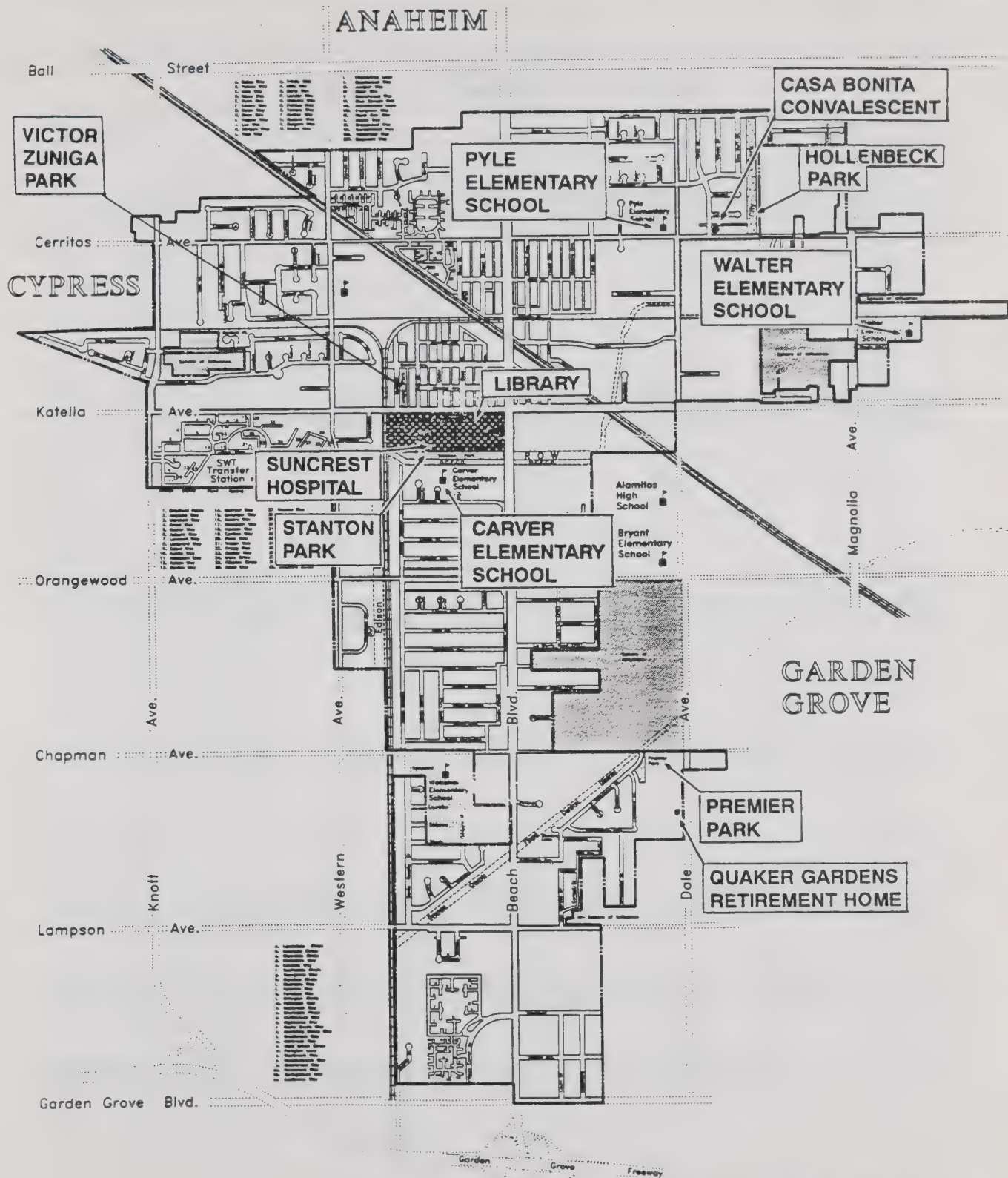


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SENSITIVE RECEPTOR LOCATIONS



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**TABLE 32
YEAR 2010 EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
CERRITOS AVENUE					
West of Knott Avenue	17,000	63.2	35	76	164
West of Western Avenue	18,000	63.5	37	79	171
West of Beach Boulevard	21,000	64.2	41	88	189
West of Dale Avenue	21,000	64.2	41	88	189
West of Magnolia Avenue	16,000	63.0	34	73	158
East of Magnolia Avenue	13,000	62.1	R/W	64	137
KATELLA AVENUE					
West of Knott Avenue	34,000	67.5	68	147	317
West of Western Avenue	36,000	66.5	58	126	271
West of Beach Boulevard	39,000	66.8	62	133	286
West of Dale Avenue	39,000	66.8	62	133	286
West of Magnolia Avenue	36,000	66.5	58	126	271
East of Magnolia Avenue	34,000	66.2	56	121	261
ORANGEWOOD AVENUE					
West of Western Avenue	10,000	59.5	R/W	43	93
West of Beach Boulevard	8,000	58.5	R/W	37	80
East of Beach Boulevard	10,000	59.5	R/W	43	93
West of Magnolia Avenue	12,000	60.3	R/W	49	105
CHAPMAN AVENUE					
West of Western Avenue	19,000	62.3	R/W	66	142
West of Beach Boulevard	24,000	63.3	R/W	77	166
West of Dale Avenue	24,000	64.7	45	96	207
East of Dale Avenue	22,000	64.4	R/W	90	195
LAMPSON AVENUE					
West of Beach Boulevard	17,000	61.8	R/W	61	132
East of Beach Boulevard	12,000	61.7	R/W	60	130
KNOTT AVENUE					
South of Katella Avenue	27,000	65.2	48	104	223
South of Cerritos Avenue	23,000	64.5	R/W	93	201
WESTERN AVENUE					
South of Katella Avenue	19,000	63.7	38	82	177
South of Cerritos Avenue	18,000	63.5	37	79	171
North of Cerritos Avenue	20,000	59.2	R/W	41	88

**TABLE 32
YEAR 2010 EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
BEACH BOULEVARD					
South of Lampson Avenue	76,000	72.0	135	290	625
South of Chapman Avenue	71,000	71.6	129	277	597
South of Orangewood Avenue	64,000	70.1	101	217	468
South of Katella Avenue	67,000	70.3	104	224	483
South of Cerritos Avenue	61,000	70.0	98	210	453
North of Cerritos Avenue	61,000	70.0	98	210	453
DALE AVENUE					
South of Chapman Avenue	17,000	61.8	R/W	61	132
South of Orangewood Avenue	11,000	60.0	R/W	46	99
South of Katella Avenue	13,000	61.0	R/W	51	110
South of Cerritos Avenue	15,000	62.7	33	70	151
North of Cerritos Avenue	15,000	62.7	33	70	151
MAGNOLIA AVENUE					
South of Magnolia Avenue	22,000	64.4	R/W	90	195
South of Cerritos Avenue	26,000	65.1	47	101	218
North of Cerritos Avenue	25,000	65.0	46	99	212
1. ADT = Average Daily Traffic Volumes. 2. Measured at 100 feet from roadway centerline. 3. Distances measured from roadway centerline. R/W means contour is located within the roadway right-of-way.					

The one hospital in the City is Suncrest Hospital located along Katella Avenue, west of Beach Boulevard. The noise level at this location indicates that the future exterior noise level at 100 feet from centerline is 66.8 CNEL. This is higher than the exterior 65 CNEL noise standard considered acceptable for hospitals by the City of Stanton. There are two convalescent facilities/retirement homes in Stanton, Casa Bonita on Cerritos Avenue and Quaker Gardens on Dale Avenue. Both facilities may be impacted by noise generated on the adjacent roadway.

The only library within the City is the Orange County Library, located near Suncrest Hospital along Katella Avenue. The library may also be exposed to noise in excess of 65 CNEL. However, the City does not provide exterior noise levels for libraries, but instead sets an interior noise level of 45 dBA (see Table 28). With normal building construction techniques utilized for the library building which generally result in a 20 dBA exterior-to-interior reduction, the interior noise levels may be above the 45 dBA standard.

Schools and parks are located throughout the study area, as seen in Figure 19. While two of the three schools are located along local roadways, Pyles Elementary School is along two major arterials. However, this school is buffered from significant noise impacts by a substantial set-back to sensitive activities from Cerritos Avenue and minimal noise levels from Dale Avenue. It is expected that these schools are in compliance with the City of Stanton exterior noise standards.

Four parks are located within the Stanton City Limits: 1) Hollenbeck Park, north of Cerritos Avenue; 2) Stanton Park, west of Beach Boulevard; 3) Premier Park, south of Chapman Avenue and 4) Victor Zuniga Park, north of Katella Avenue. A portion of all four parks are adjacent to a major roadway that is projected to generate a 65 CNEL noise contour outside of the roadway right-of-way.

Residential uses are located throughout the City, along major and minor roadways. Those residential areas adjacent to major arterials may experience significant motor vehicle generated noise levels. All major roadways in the City are projected to have 65 CNEL contours located outside of the Roadway right-of-way. Residential areas and other sensitive land uses adjacent to these roadways could be exposed to noise levels higher than the 65 CNEL standard allowed by the City of Stanton. If a residence takes direct vehicular access from the roadway or if the housing tract was not built with protective noise barriers, the noise exposure in these areas would be considered excessive.

Mitigation Measures

The major noise generators in Stanton are related to transportation sources and industrial point sources. Industrial sources can be controlled through application and enforcement of the City's noise ordinance that controls noise levels across property lines. The future noise problems expected in Stanton then relate primarily to transportation sources such as motor vehicles, trains and mass transit, industrial sources, community noise, and local development. The current noise environment is only expected to worsen, as regional growth increases the volumes of motor vehicle traffic through the City. Since the City of Stanton is primarily built-out, with minimal raw land available for development, local development is not expected to cause significant changes to the noise environment.

The opportunity to change the noise environment exists with conditions on transportation, infill or redevelopment projects, and enforcement of the existing noise ordinance. The following measures identify what specific actions can be taken by the City to ensure the most beneficial noise environment possible.

City Actions and Enforcement

- Assign at least one Planning Department employee the responsibility of becoming knowledgeable about noise and noise control. Revise the job description of this employee to include responsibility for noise during project review.
- Review City projects for their potential to create noise impacts and consider noise control requirements for all new motor vehicle or construction equipment purchases.
- Provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers.

- Develop a program to install landscaped berm/barrier combinations or other noise mitigation along major arterials in Stanton.
- Adopt measures which alter, prohibit or mitigate noise generating uses, such as truck deliveries, parking, or use of loud equipment, which occur near residential neighborhoods and other sensitive receptors.
- Develop truck routes away from residential neighborhoods and other sensitive receptor locations.
- Ensure that the Circulation and Land Use Elements of the General Plan and the Zoning Code fully integrate the policies adopted in the Noise Element.
- Include in the City Noise Ordinance the permissible hours of the day and days of the week that construction operations can occur.

Transportation Projects

- Coordinate with the Orange County Transportation Authority (OCTA) and the County of Orange to implement noise mitigating measures associated with the Super Street Program.
- Maintain liaison with transportation agencies such as Caltrans, OCTA and the SPTC railroad regarding the reduction of noise from future facilities or transportation improvements.
- Analyze the design and location of transportation facilities or improvements and recommend noise mitigation measures in the response to the Notice of Preparation and/or the Draft Environmental Impact Report.
- Require that transportation noise impacts associated with projects in the City be mitigated to a level of insignificance.
- Maintain a baseline of noise associated with transportation projects and update this base with every General Plan Revision to establish city-wide ambient noise levels for planning purposes.

Development Projects

- Develop a program for developer contributions to fund noise attenuating improvements adjacent to arterial roadways where noise impacts exist at sensitive receptor locations.
- Prohibit development of noise sensitive uses adjacent to areas which contain or are planned for uses with the potential to generate sound above the relevant noise standards. Buffer residential, institutional, educational and recreational areas from transportation generated noise by locating these uses away from major arterials and locating less sensitive uses along transportation routes.

- Require noise studies for development projects within the 60 CNEL contours provided in Figure 17.
- Ensure that construction of buildings meets the sound insulation requirements provided in the Uniform Building Code.
- Require projects to address noise impacts in terms of the City's noise standards provided in Table 29.
- Encourage lot layouts in new developments that consider acoustical designs.
- Require existing and proposed facilities to comply with the City's Noise Ordinance. Monitor noise levels adjacent to existing noise generating facilities and monitor project noise mitigation to ensure compliance.

3.4.5 Seismic Management

Environmental Setting

Information on regional seismicity and hazards was obtained from the County of Orange Safety Element,⁶² the Draft Supplement to the Safety Element for the Stanton General Plan,⁶³ the California Division of Mines and Geology (DMG) Planning Scenario for a Major Earthquake on the Newport-Inglewood Fault Zone,⁶⁴ and the Urban Geology Master Plan for California.⁶⁵ A hazard refers to a condition which has the potential for disaster, when a particular event occurs in a populated area, thereby posing a risk to people or property.

Stanton is located within the Los Angeles Basin, situated in the coastal plain of the Peninsular Ranges Geomorphic Province. This part of southern California is characterized by elongated northwest-southeast trending ridges, valleys and structural features and is a seismically active area. The City is within the alluvial plains of the Santa Ana River and has an extremely mild topographic relief. Ground surface of Stanton is primarily an outwash plain at elevations from 45 to 75 feet above sea level formed by deposits of sediments from the Santa Ana, San Gabriel, Rio Hondo, and Los Angeles rivers and Coyote Creek. The City can generally be characterized as gently sloping to the west and south west. The majority of slopes in Stanton are at less than ten percent.⁶⁶

The City of Stanton is underlain by several hundred feet of alluvium and over 10,000 feet of stratified sedimentary rocks of marine origin. This marine section is composed of interbedded units of sandstone, siltstone, and shale ranging in age from Miocene (approximately seven million years old) to late Pleistocene (approximately two million years old). Peat deposits are believed to occur in the alluvium fairly close to the surface in the city. Peat is an organic material with low strength characteristics that presents a hazard to foundations and is susceptible to ground failure such as settlement and liquefaction. According to Mendenhall (1904), there was a marshy area (Figure 20) in the central portion of the city which probably contains peat beneath the surface.⁶⁷

⁶² Component II, Advance Planning Program, Safety Element, County of Orange, Environmental Management Agency, Advance Planning Division, August 26, 1987.

⁶³ (Draft) Supplement to the Safety Element, General Plan, City of Stanton, Lownes Geologic Services, October 1987.

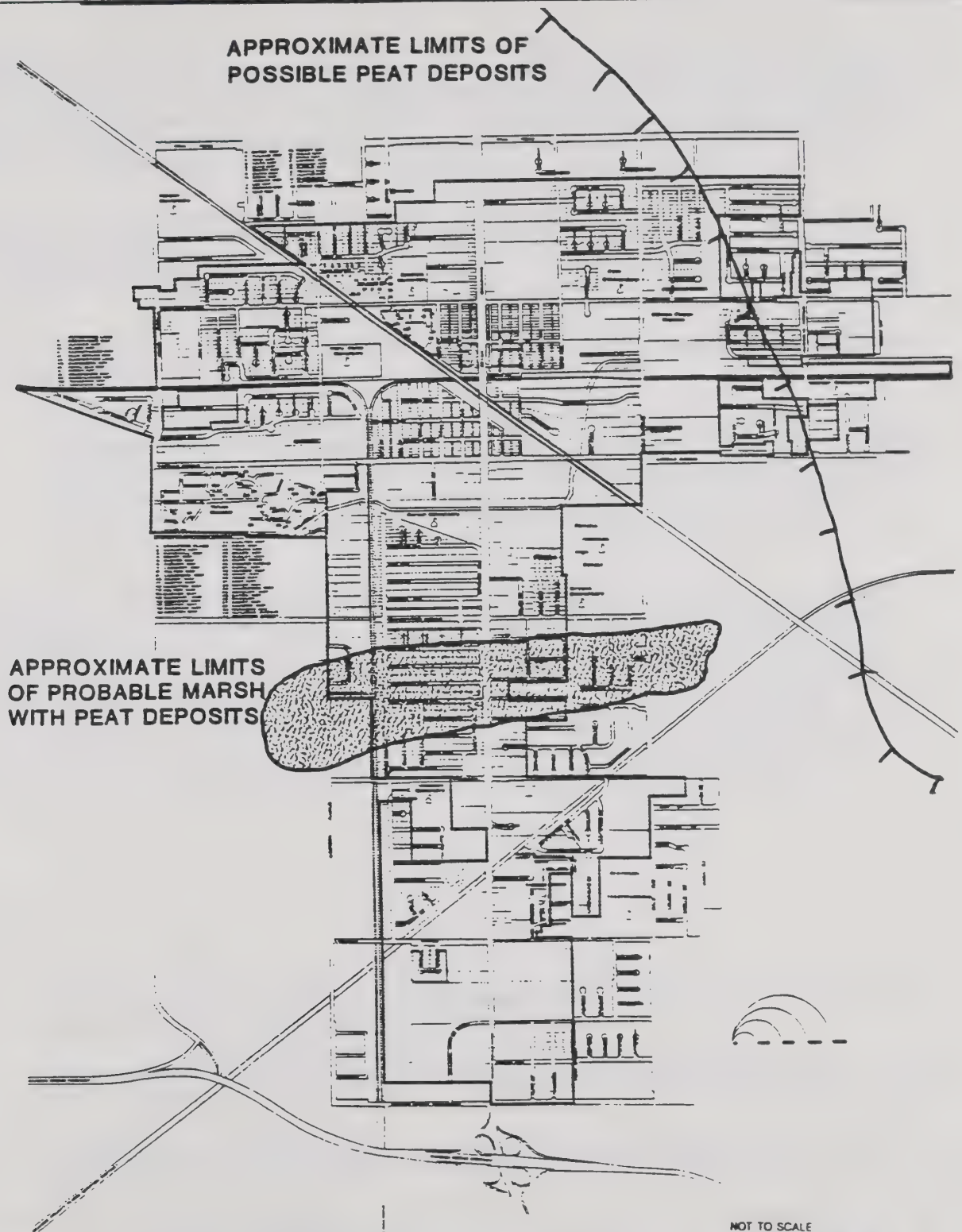
⁶⁴ Planning Scenario for a Major Earthquake on the Newport-Inglewood Fault Zone, Special Publication 99, California Department of Conservation, Division of Mines and Geology, 1988.

⁶⁵ Urban Geology Master Plan for California, Bulletin 198, California Division of Mines and Geology, 1973.

⁶⁶ (Draft) Supplement to the Safety Element, General Plan, City of Stanton, Lownes Geologic Services, October 1987.

⁶⁷ Ibid.

PEAT DEPOSITS / CITY OF STANTON



SOURCE: EVANS, JR., 1975. ENVIRONMENTAL GEOLOGY OF
ORANGE COUNTY, CALIF. DIVISION OF MINES AND
GEOLOGY OFR 79-8-LA .

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The Safety Element of the County of Orange General Plan identifies the Newport-Inglewood and the Whittier fault zones, both located within Orange County, as being potentially hazardous to Orange County, including the city of Stanton. Several additional active faults located outside Orange County have potential to impact Orange County, including: San Andreas, San Jacinto (including Imperial and Superstition Hills), Malibu-Coast-Raymond, Palos Verdes, San Gabriel and the Sierra Madre-Santa Susana-Cucamonga faults.⁶⁸

Stanton is located approximately 6 miles from the nearest segment of the Newport-Inglewood fault zone, about 10 miles from the historically active nearest segment of the Whittier fault and about 43 miles from the nearest segment of the San Andreas fault.⁶⁹ Figure 21 shows the approximate location of these faults with respect to the City of Stanton.

The Newport-Inglewood fault zone is expressed at the surface by a northwest-trending zone of faulted anticlines. According to Yeats (1973):

"All these anticlines are sites of oil fields; from northwest to southeast, these are the Cheviot Hills, Inglewood, Potrero, Howard Townsite, Rosecrans, Dominguez, Long Beach, Seal Beach, Sunset Beach, Huntington Beach, and West Newport oil fields... On the northwest, the zone terminates abruptly against the Malibu Coast fault system in the vicinity of the Cheviot Hills oil field, but the extension of the zone to the southeast beyond the West Newport field is a matter of controversy."⁷⁰

The Newport-Inglewood fault is believed to be responsible for the catastrophic 1933 Long Beach earthquake with a Richter scale magnitude of 6.3. Magnitude refers to an objective, instrumentally determined measure of the amount of energy released by a given earthquake event. According to Richter (1985): "Loss of life is commonly stated as 120, and property damage at 50 million dollars" from this event.⁷¹ It is believed that the Newport-Inglewood fault is capable of generating a maximum credible 7.5 magnitude earthquake. The Whittier fault is believed to be the main spur from the larger Elsinore Fault which follows a general line easterly of the Santa Ana Mountains into Mexico. The maximum creditable earthquake from the Whittier-Elsinore Fault Zone is a 7.0 magnitude.⁷²

⁶⁸ Component II, Advance Planning Program, Safety Element, County of Orange, Environmental Management Agency, Advance Planning Division, August 26, 1987.

⁶⁹ Measurements made using Fault Map of California with Locations of Volcanos, Thermal Springs and Thermal Wells, California Division of Mines and Geology, 1988 printing.

⁷⁰ Yeats, R.S., "Newport-Inglewood fault zone, Los Angeles Basin, California," *American Association of Petroleum Geologists Bull.*, 57, pp. 117-135, 1973.

⁷¹ Richter, C.F., Elementary Seismology, p. 768, W.H. Freeman and Company, San Francisco, 1958.

⁷² Component II, Advance Planning Program, Safety Element, County of Orange, Environmental Management Agency, Advance Planning Division, August 26, 1987.

REGIONAL FAULTS



LEGEND:

- — — — — MAJOR FAULTS
- - - - - INFERRED FAULTS OR OFFSHORE ESCARPMENTS

NOTE: THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY.

SOURCE: ORANGE COUNTY EMERGENCY MANAGEMENT DIVISION 1986

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There is no Alquist-Priolo zone presently identified within Stanton,⁷³ and accordingly surface fault rupture hazard in the city is considered low at this time. However, due to the proximity of active and potentially active faults in and around Orange County, including Stanton, the risk of structural damage and loss of life due to ground shaking is considerable.⁷⁴ The largest losses of life and property in California due to geological hazards have been caused by violent ground shaking during earthquakes.⁷⁵ Although this hazard is not unique to the city of Stanton, nor to Orange County, ground shaking hazard should not be underestimated merely because fault rupture hazard is low. Table 33 shows the Modified Mercalli Scale for Earthquake Intensities. Intensity, which differs from magnitude, refers to the perceived strength of an earthquake as it affects local residents and construction. According to the Orange County Safety Element,⁷⁶ the city of Stanton could experience intensities as great as VIII from an 8.3 event on the San Andreas fault or intensities as great as IX from a 7.5 event on the Newport-Inglewood fault. Intensity depends on: magnitude, distance from the epicenter, acceleration, period duration and amplitude of seismic waves, type of ground, water table, type and quality of construction, and the natural fundamental period of structures and their foundations. Intensity scales, unlike magnitude which are based on instrumental measurements, are a measure of perceived impact based on interviews and observations.

The City of Stanton is included in Planning Area 5 for the Newport-Inglewood Fault Zone (NIFZ) Planning Scenario. The Planning Scenario addresses the impact of a major earthquake (about a Magnitude 7) on communities in the vicinity of the NIFZ, and provides a "worst case" for emergency planning. It is not intended to substitute for site-specific engineering evaluations.⁷⁷ The NIFZ Planning Scenario does, however, provide useful information for planning purposes as it relates to the City and is appropriate to utilize that information for disaster preparedness planning, including an Emergency Plan for the City or for individual local businesses.⁷⁸ Although work was begun to develop an Emergency Plan for the City, it was not completed, and is currently on hold. The previous Safety Element (not the updated version included in this General Plan/EIR) indicated that the City adopted the Orange County Emergency Plan. Neither the Orange County Fire Department nor the Orange County Sheriff's Department was aware of any plan which the City has to utilize their services in a disaster event. The City cannot be considered well prepared to respond to any of the identified geological hazards.

⁷³ Fault-Rupture Hazard Zones in California: Alquist-Priolo Special Studies Zones Act of 1972 with Index to Special Studies Zones Maps, Special Publication 42, California Department of Conservation, Division of Mines and Geology, Revised 1988.

⁷⁴ Component II: Advanced Planning Program, Safety Element, County of Orange, Environmental Management Agency, Advance Planning Division, August 26, 1987.

⁷⁵ Urban Geology: Master Plan for California, Bull. 198, p. 19, California Division of Mines and Geology, 1973.

⁷⁶ Component II, Advance Planning Program, Safety Element, Maps 2-22 & 2-23, County of Orange, Environmental Management Agency, Advance Planning Division, August 26, 1987.

⁷⁷ Planning Scenario for a Major Earthquake on the Newport-Inglewood Fault Zone, Special Publication 99, California Department of Conservation, Division of Mines and Geology, 1988.

⁷⁸ *Ibid.*, Map 5-HA, Highways and Major Commercial and Military Airports.

EARTHQUAKE INTENSITIES

TABLE 33

Modified Mercalli Scale of Earthquake Intensities (As modified by Charles F. Richter in 1956 and rearranged)

<i>If most of these effects are observed</i>	<i>then the intensity is:</i>	<i>If most of these effects are observed</i>	<i>then the intensity is:</i>
Earthquake shaking not felt. But people may observe marginal effects of large distant earthquakes without identifying these effects as earthquake caused. Among them: trees, structures, liquids, and bodies of water sway slowly, or doors swing slowly.	I	<i>Effect on people:</i> Difficult to stand. Shaking noticed by auto drivers. <i>Other effects:</i> Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver.	VIII
<i>Effect on people:</i> Shaking felt by those at rest, especially if they are indoors, and by those on upper floors.	II	<i>Structural effects:</i> Masonry D* heavily damaged; Masonry C* damaged, partially collapses in some cases; some damage to Masonry B*; none to Masonry A*. Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off.	
<i>Effect on people:</i> Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake: the shaking is like that caused by the passing of light trucks.	III		
<i>Other effects:</i> Hanging objects swing. <i>Structural effects:</i> Windows or doors rattle. Wooden walls and frames creak.	IV	<i>Effect on people:</i> General fright. People thrown to ground. <i>Other effects:</i> Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees.	IX
<i>Effect on people:</i> Felt by everyone indoors. Many estimate duration of shaking. But they still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks, through sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls. <i>Other effects:</i> Hanging objects swing. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. <i>Structural effects:</i> Doors close, open or swing. Windows rattle.	V	<i>Structural effects:</i> Masonry D* destroyed; Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames cracked. Reservoirs seriously damaged. Underground pipes broken.	
<i>Effect on people:</i> Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking but also its direction and have no doubt as to its cause. Sleepers awakened. <i>Other effects:</i> Hanging objects swing. Shutters or pictures move. Pendulum clocks stop, start or change rate. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset. <i>Structural effects:</i> Weak plaster and Masonry D* crack. Windows break. Doors close, open or swing.	VI	<i>Effect on people:</i> General Panic. <i>Other effects:</i> Conspicuous cracks in ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed. <i>Structural effects:</i> Most masonry and frame structures destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.	X
<i>Effect on people:</i> Felt by everyone. Many are frightened and run outdoors. People walk unsteadily. <i>Other effects:</i> Small church or school bells ring. Pictures thrown off walls, knickknacks and books fall off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly, or heard to rustle. <i>Structural effects:</i> Masonry D* damaged; some cracks in Masonry C*. Weak chimneys break at roof line. Plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.	VII	<i>Effect on people:</i> General Panic. <i>Other effects:</i> Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. <i>Structural effects:</i> General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.	XI
		<i>Effect on people:</i> General Panic <i>Other effects:</i> Same as Intensity X. <i>Structural effects:</i> Damage nearly total, the ultimate catastrophe. <i>Other effects:</i> Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air.	XII

- * Masonry A: Good workmanship and mortar, reinforced, designed to resist lateral forces.
- Masonry B: Good workmanship and mortar, reinforced.
- Masonry C: Good workmanship and mortar, unreinforced.
- Masonry D: Poor workmanship and mortar and weak materials like adobe.

1 From *Urban Geology: Master Plan for California*, Bulletin 198, California Division of Mines and Geology, Sacramento, California 1973.



New construction of buildings in Stanton requires earthquake resistant design of buildings, in accordance with the 1988 version of the Uniform Building Code (UBC), with the 1989 California Amendments, using the seismic safety requirements derived from the appropriate section of the UBC. As applicable to an individual project, these determinations are made by the structural engineer plan checker for the city.⁷⁹ Adherence to the UBC standards is the best structural mitigation method currently available to reduce hazards from ground shaking, although it does not totally eliminate the possibility of building collapse or structural damage caused by large earthquakes.

Most of the City is assumed to be at risk for liquefaction, because of findings by the California Division of Mines and Geology (DMG)⁸⁰ that indicate much the City is located in an area with moderate to high liquefaction potential (Figure 22). Liquefaction refers to a phenomenon in which water-saturated granular soils are temporarily transformed from a solid to a liquid state because of a sudden shock or strain, typically occurring during earthquakes. Depending on the other factors such as soil density, ground slope and stratification, the temporary loss of strength may result only in surface sand and soils or cracks and may also lead to foundation failures, landslides and excessive subsidence. To have potential for liquefaction, three simultaneous conditions are necessary: generally cohesionless soils, high groundwater, and ground shaking.⁸¹ The northwest part of the City is most at risk for this geological hazard. A small portion of the northeast part of the City is within an area with low liquefaction potential, and the remaining portions are located in an area of moderate liquefaction potential. Recent subsurface geotechnical investigations in the central portion of the Civic Center Area site⁸² confirm the DMG findings. Although there is potential for liquefaction in the City, it should be recognized that in many instances much of that risk can be mitigated through proper engineering and construction practices, if site-specific engineering evaluations are conducted which assess liquefaction potential and identify appropriate mitigation measures, and if the mitigation measures are implemented, and structures are well constructed.

Groundwater levels beneath the city are an important factor to consider in various types of potential ground failure resulting from an earthquake. These levels need to be recognized and monitored not only for potable domestic water use and contamination, but also for proximity to the ground surface and association with soils and organic materials (peat) which can become a hazard during an earthquake when groundwater levels are high. Groundwater levels in the city have been reported to be within ten feet from the ground surface as late as 1984.⁸³

⁷⁹ Telephone conversation with Bonnie Kirk, Building Division, Community Development Department, 04/24/90.

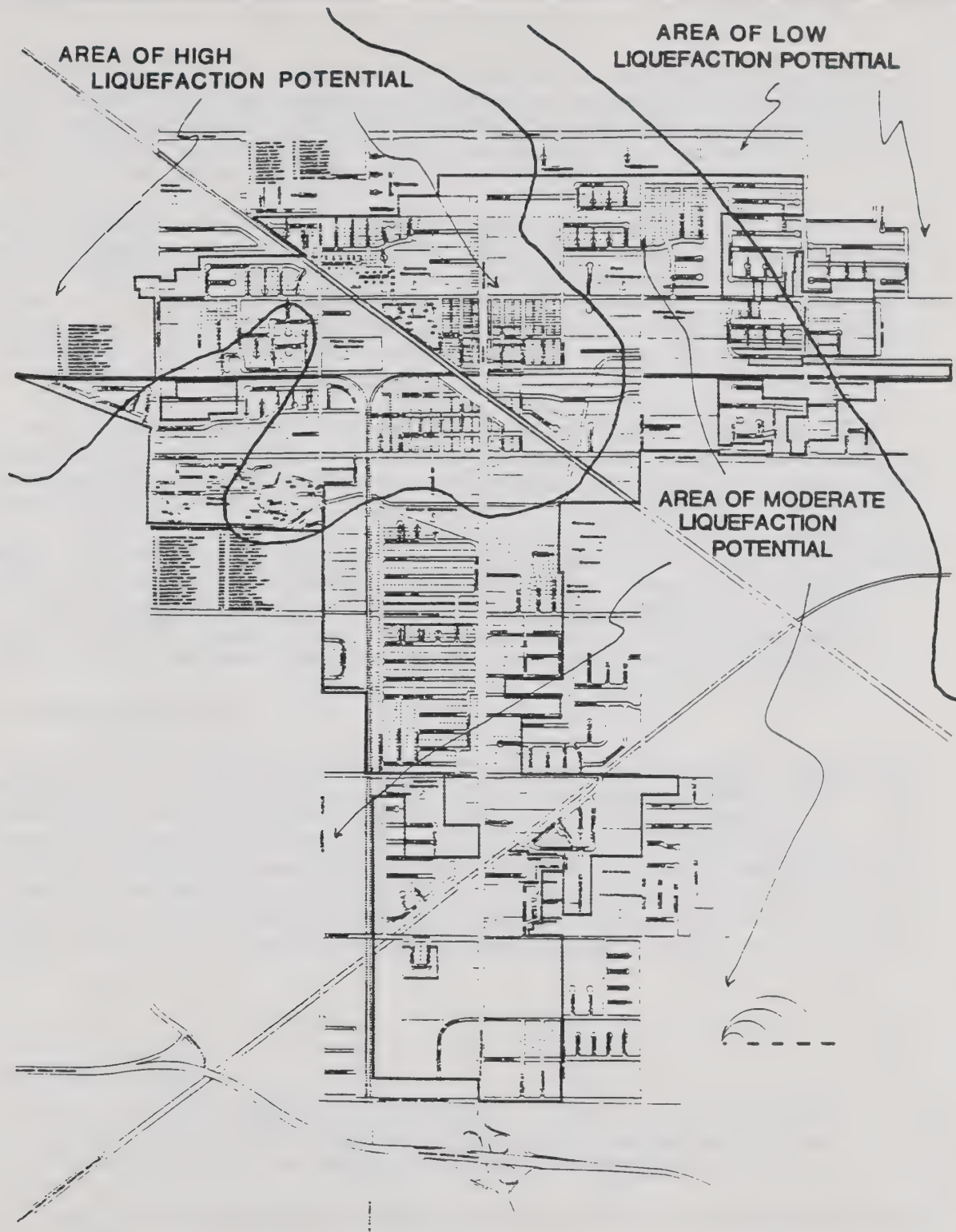
⁸⁰ Morton, P.K. and Greensfelder, R.W., Environmental Geology of Orange County, California Division of Mines and Geology OFR 79-8-LA, 1976.

⁸¹ (Draft) Supplement to the Safety Element for the General Plan, City of Stanton, Lownes Geologic Services, October 1987.

⁸² Letter dated November 28, 1990 from Converse Consultants OC, Consulting Engineers and Geologists, to Mr. Terry Matz, City of Stanton Redevelopment Agency; Boring Location Plan map, Key to Soil Symbols and Terms and Log of Boring No. 01 and 02 for Project No. 90-32216-01, date drilled 11/06/90.

⁸³ (Draft) Supplement to the Safety Element, General Plan, City of Stanton, Lownes Geologic Services, October 1987.

LIQUEFACTION POTENTIAL, CITY OF STANTON



SOURCE: MORTON, P.K. & GREENFELDER, R.W., 1976 ENVIRONMENTAL GEOLOGY
OF ORANGE COUNTY, CALIFORNIA DIVISION MINES AND
GEOLOGY OFR 79-8-LA.

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Structures which typically have high levels of occupancy, such as buildings used for public assembly, or which otherwise attract large congregations of people such as schools, auditoriums, churches, movie theaters, and shopping centers are often identified as facilities at high risk, since the concentration of people using these types of facilities at any given time puts more lives at risk and implies a greater need for protection than low occupancy structures.

Despite the fact that both the Santa Ana River and Santiago River are subject to overflow which presents significant flood hazards to other parts of Orange County, Stanton is more fortunate than some of its neighboring communities. Stanton is at low risk for that particular type of flooding hazard because the City lies outside the identified 100-year floodplain of those two rivers. However, the City, not unlike most of Orange County lies within the dam inundation area for failure of the Prado Dam and Reservoir. A more detailed discussion of these constraints to development, as well as seiche hazard, appears in Section 3.3.8 Flood Control.

The location of the City with respect to the mapped hazards zones in the Orange County Safety Element indicates that Stanton is at low risk for the following hazards: airport accident,⁸⁴ inundation from Santiago Reservoir dam failure, and soil gas accumulation. Although the Safety Element does not identify the City as being in a high risk area for urban or wildfire hazards, the Orange County Fire Department indicated that the City experiences unusually high urban fire risk during Santa Ana wind conditions (see Section 3.3.10 Infrastructure and Community Services, Fire Protection). The City is located far enough inland that tsunami do not represent a high risk. Since the City is relatively level and not located adjacent to any hillside or mountainous areas it is not susceptible to slope failure, landslides, or mudslide hazards. Some portions of Stanton are thought to be susceptible to differential compaction due to underground oxidation of peat or similar organic materials. (Figure 20).⁸⁵

Environmental Impacts

The proposed land uses under the Preferred Alternative do not substantially alter the exposure of people or property to geologic hazards in Stanton from a regional perspective, compared to other parts of Southern California, since the entire region is seismically active. However, there is an environmentally significant impact through increasing the "population at risk" in a community without an Emergency Plan. This increase in resident population would occur through development of an estimated 1,347 new dwelling units.⁸⁶ Therefore, the Preferred Alternative would increase the "population at risk" from any geologic hazards only within the City boundaries. The population is expected to grow to a maximum of about 34,051 residents by buildout.⁸⁷ It is assumed that most of

⁸⁴ The Airport Land Use Commission has indicated that the General Plan and EIR must be submitted to it for review and determination of consistency with the Airport Environs Land Use Plan. Preliminary contact with Lisa Cibellis, 02/02/91 indicated that airport accident risk would probably not be significant.

⁸⁵ Evans, J.R., Environmental Geology of Orange County, California Division of Mines and Geology, OFR 79-8-LA, 1975.

⁸⁶ With an additional 156 units from the Sphere of Influence, if this were annexed.

⁸⁷ Or to a maximum of 36,737 residents if the Sphere of Influence land is incorporated into the City.

the 3,560 new residents⁸⁸ would be migrating from other cities and places in the region, where the exposure to seismic and other geological hazards would be similar, but these residents may be migrating from communities with adequate disaster preparedness.

The Preferred Alternative includes a goal to develop a City Emergency Preparedness Program which would provide some mitigation to reduce the exposure to these hazards. The Preferred Alternative would intensify non-residential land uses at buildout, compared with the existing conditions. There is potential to increase industrial uses by about 17 percent, general office uses by 103 percent, combined retail (regional and community commercial) by 158 percent based on estimated square footage (see Section 3.1.1 Community Development, Land Use).

The need to consider geologic hazards remains whether development does not occur, whether it were to occur as currently planned, or with development according to the proposed Preferred Alternative.

The City of Stanton would continue to be subjected to severe ground shaking from earthquakes originating from active faults where the epicenter was located within a hundred miles from the City. This is not unusual for Southern California, and any development located in an active seismic region needs to take potential ground shaking into consideration in developing its building standards and emergency plans. Since the City is located within the potential Prado Dam and Reservoir inundation area, in the event of failure of either structure Stanton may experience flooding, including risk to life and property depending on the extent of flooding experienced and the degree of disaster preparedness in the city (see Section 3.3.8 Flood Control).

All new construction would continue to require earthquake resistant design, in accordance with the current version of the UBC. The City's structural engineer plan checker would continue to determine whether seismic safety standards are adequately adhered to in design of any new construction, irrespective of land use. Existing structures would continue to provide the level of protection they were constructed to. Since there are no unreinforced masonry buildings in the City, it not expected that earthquake retrofitting of existing buildings would be needed, unless the UBC code changes significantly. As buildings may deteriorate significantly over time if not maintained, unsafe structures would continue to be identified by the building department, and condemned if necessary. Section 3.4 Community Health and Safety further addresses the impacts of development under the proposed Preferred Alternative as it relates to geological hazards and disaster preparedness, and the Community Health and Safety section of the General Plan calls for actions which specifically address the City's current lack of disaster preparedness.

The addition of new dwelling units is beneficial, rather than adverse, because newly constructed housing would be built to a higher standard of seismic safety. Although there are no unreinforced masonry buildings in Stanton, which would represent a high level of risk, new residents who move to the City to take advantage of the residential development may be leaving dwelling units which were unsafe. The proposed goals, strategies, and actions to implement an expanded Code Enforcement program also ensures that more structures would be maintained at a level which is seismically safe. The Preferred Alternative encourages high quality design of new construction throughout the City.

AB 890 (Ch. 1255) requires every city or county, prior to adopting or amending a Safety Element, to consult with the Division of Mines and Geology (DMG) and the Office of Emergency Services for the purpose of obtaining Safety Element information. Thereafter, the City would be required to submit the

⁸⁸ With an additional 497 added if the entire Sphere of Influence is added.

Draft Safety Element, along with technical studies, to the DMG for review 45 days prior to local action on the document. The City must consider the Division's advice prior to approving or denying the element. In addition, the City must send a copy of its adopted or revised element to the DMG, which may make or offer additional advice.⁸⁹

Mitigation Measures

1. The City shall submit a copy of the Draft Consolidated General Plan and EIR to the Division of Mines and Geology and the Office of Emergency Services prior to adopting or amending the Safety Element, for review 45 days prior to local action on the document. The City shall consider the Division's advice prior to approving or denying the project. In addition, the City shall send a copy of its adopted or revised element to the DMG, which may make or offer additional advice. If the DMG or Office of Emergency Services makes or offers additional advice, the City shall consider implementation of these agency suggestions.
2. Prior to issuance of construction permits, site-specific potential exposure to geological hazards including ground shaking, liquefaction, and subsidence shall be determined. This determination shall be made by a licensed, registered geologist or engineering geologist and shall include recommendations for construction methods to mitigate any identified liquefaction or other geologic hazard to a level of insignificance. New construction shall be prohibited where structural solutions to identified hazards cannot be mitigated to a level of insignificance.
3. All design and construction methods recommended for mitigation of site-specific geologic hazards and approved by the City shall be required. This shall include, but not be limited to, conformance with the requirements of the Uniform Building Code for seismic areas, in accordance with current City standards.
4. The Stanton Emergency Plan shall be developed (Section 3.4.2 Community Health and Safety) taking into consideration all hazards identified in this section of the EIR.
5. The City shall consider developing a Hazards Overlay Map, with the assistance of a registered State of California geologist, to determine on a site-specific basis which types of geological and man-made hazards need to be assessed by the City's Engineering Division.

⁸⁹ Planning, Zoning and Development Laws, 1990, Office of Planning and Research, p. iii.

3.5 REGIONAL COORDINATION

3.5.1 Air Quality

Environmental Setting

Regional Air Quality Planning Efforts

The 1976 Lewis Air Quality Act established the South Coast Air Quality Management District (SCAQMD) and other districts throughout the State. The Federal Clean Air Act Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in non-attainment areas of the state. This requirement led to the local air quality planning processes in areas like the SoCAB. The first Air Quality Management Plan (AQMP) for the SoCAB was prepared in 1979. This plan is currently the only federally approved AQMP for the region.

The AQMP was revised in 1982 and then again in 1988. The 1988 revision was approved by the District Board in March of 1989 and renamed the Final 1989 Air Quality Management Plan. The AQMP was adopted by the California Air Resources Board in August of 1989 and then sent to the federal Environmental Protection Agency for approval. A draft revision addressing compliance with state standards that is proposed for adoption in July of 1991, was released in December 1990. Recent legislation (AB 2595) requires a revision of the AQMP by the end of 1991.

The California Air Resources Board (CARB) oversees the activities of local air quality management agencies and is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for approval by EPA. CARB maintains air quality monitoring stations throughout the state in conjunction with local Air Quality Management Districts. Data collected at these stations are used by the CARB to classify air basins as "attainment" or "non-attainment" with respect to each pollutant and to monitor progress in attaining air quality standards. The purpose of the Final 1989 AQMP is to provide a comprehensive strategy to attain compliance with the state and federal ambient air quality standards by the year 2007. The AQMP consists of three tiers of air pollution control measures to be implemented over the intervening eighteen year period. The 1989 AQMP identifies needed control methods to reduce anticipated emissions and contingency measures that will be considered in the event that the control method strategy fails to meet the expected emission reductions by the year 2007.

Each control measure contained in the AQMP must be formally adopted through the SCAQMD Rules and Regulations process or contained in jurisdictional ordinances influencing the project area. Control measures which have not yet been adopted should be considered as plan recommendations wherever feasible.

The State Health and Safety Code Section 40463 requires that the AQMP be reviewed every two years and updated as necessary. The AQMP, the responsibility of the SCAQMD and SCAG, is the primary document to ensure that state and federal ambient air quality standards are achieved and maintained. Additionally, the California Clean Air Act of 1988 requires an annual five percent reduction of emissions

Local Emission Reductions

Control measures are to be adopted by local governments, starting the first year with those measures involving the local government as an employer and contractor. The requirement was for local governments to adopt an air quality element or its equivalent in their General Plans by January 1, 1991 (proposed to be changed to January 1, 1993). During the second and third year local governments are to revise local zoning and business license and trip reduction policies and, as necessary, intergovernmental agreements are to be entered into. SCAG will review local governments' collective performance annually and at the end of four years.

Local governments are encouraged to require mitigation from developers of projects that worsen the jobs/housing balance within the subregion. Two subregions exist in Orange County: the northwest and southeast subregions. Jobs/housing balance as a policy input into the Air Quality Management Plan (via the Growth Management Plan) is a contested issue. The complexities of defining, improving and monitoring jobs/housing balance will probably result in the omission of the subregional performance targets in the 1991 AQMP. However, its *de facto* implementation is occurring through the conformity review process. Through conformity review, SCAG and the SCAQMD assess regionally significant projects to determine consistency with the jobs and housing targets developed in the growth management plan.

Stanton's non-compliance with the requirements of the AQMP could result in the District or EPA preempting local control and implementing measures or other control programs. Additionally, non-compliance could reduce the ability of the region to meet its air quality goals. It is in the best interest of Stanton and the rest of the region, to strive for better air quality. Conversely, instituting control measures may result in attendant social and/or economic impacts with increased administrative demands.

Participating in regional and subregional forums to address air quality and interrelated regional plans is an excellent opportunity for Stanton to influence the ultimate direction taken by the District and the County of Orange. Alternatively, full participation in a coordinated process to forge an individual path may prove to be more expensive to the City in the long run and would entail considerable staff time.

Regional Air Quality

Although significant air quality improvements have been achieved over the past twenty years, southern California still experiences severe air pollution. The City of Stanton is within the South Coast Air Basin (SoCAB), which includes Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. Air quality conditions in the SoCAB come under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Despite over twenty years of stringent air pollutant emission controls, the SoCAB does not attain the state and federal standards for four of the six criteria air pollutants.

Criteria pollutants are comprised of primary pollutants emitted directly from a source and secondary pollutants created in the air mass. Primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (TSP and PM₁₀), reactive organic gases (ROG) and lead. The basin is in compliance with the federal sulfur dioxide and lead standards, but the ambient carbon monoxide and particulate levels (PM₁₀) reach twice the standards. In addition, the SoCAB is the only area in the country that does not attain the federal nitrogen dioxide standard. These air contaminants exceed the more stringent state standards by an even higher margin.

The consistent growth in population and industrial sources in the basin, along with the topography and climatology of the region are highly conducive to the formation of secondary pollutants. Secondary pollutants include ozone (O₃), NO₂, PM₁₀ and sulfate. The maximum ozone concentrations currently monitored in the basin exceed three times the federal standard. Ozone results from the photochemical reaction between nitrogen dioxide and reactive organic gases. These ozone precursors are emitted by mobile sources, industrial/manufacturing facilities and residential/commercial sources. Of these sources, motor vehicles are the most significant generator of ozone precursors in the air basin.

Regional Climatology

The climate of the South Coast Air Basin is determined by its terrain and geographical location. The air basin is a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border and high mountains surround the rest of the basin. The region lies in the semi-permanent high pressure zone of the eastern Pacific. The resulting climate is mild, tempered by cool ocean breezes. This mild climatological pattern is rarely interrupted, however, there do exist periods of extremely hot weather, winter storms, or Santa Ana wind conditions.

The annual average temperature varies little throughout the air basin, ranging from the low to the middle 60's measured in degrees Fahrenheit. With a more pronounced oceanic influence, the coastal areas show less variability in annual minimum and maximum temperatures than the inland areas. The climatological station nearest the City of Stanton is located in Anaheim.⁹⁰ However, this station has only been in operation for one year, and has data available for just five months. The closest station with normalized data is the Santa Ana Fire Station, with over 70 years of historical temperature and precipitation data. During 1989, this station monitored a monthly average temperature ranging from 56°F to 73°F, with an annual average temperature of 65°F. All areas in the air basin have recorded temperatures well above 100°F in recent years; 104°F was recorded at the Santa Ana Fire Station during 1989. January is typically the coldest month in the air basin, with minimums of 30°F in central Orange County.

The majority of annual rainfall in the air basin occurs between the months of November and April. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the basin and along the coastal side of the mountains.

⁹⁰ Source: California Climatological Data Annual Summary, 1989; National Oceanic and Atmospheric Administration.

Annual average rainfall at the Santa Ana Fire Station varies from three inches in January to less than one inch between May and September. Moreover, monthly and yearly rainfall totals are extremely variable. At the Santa Ana monitoring station, the annual average rainfall (determined from the past 82 years) is thirteen inches compared with the actual rainfall of four inches during all of 1989.

Even though the South Coast Air Basin has a semi-arid climate, the air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. Downtown Los Angeles wind speed averages 5.7 miles per hour with little seasonal variation; wind speeds average slightly higher in the summertime than during the winter. Inland areas have slightly lower wind speeds than Downtown Los Angeles, while coastal wind speeds average about two miles per hour higher. The dominant daily wind pattern is an onshore daytime breeze and an offshore night-time breeze. The typical wind flow pattern fluctuates only with occasional winter storms or strong northeasterly Santa Ana winds from the mountains and deserts north of the SoCAB. Figure 23 illustrates the predominant surface wind flow pattern in Southern California.⁹¹

Local Air Quality

The City of Stanton is located within Source Receptor Area (SRA) 17, one of the thirty areas under the jurisdiction of the South Coast Quality Management District (SCAQMD). The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The SCAQMD maintains ambient air quality monitoring stations in SRAs throughout the basin as shown in Figure 24. The Anaheim monitoring station in SRA 17 is the nearest station to the study area.

The Anaheim station monitors six of the seven criteria pollutants: carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, lead, and sulfate.⁹² Suspended particulates are not monitored at this station, but will be monitored in the future if local levels of these pollutants become a concern to the SCAQMD or the CARB. Other air pollutants for which standards exist are considered local problems and are handled through the District's permitting process for stationary sources.

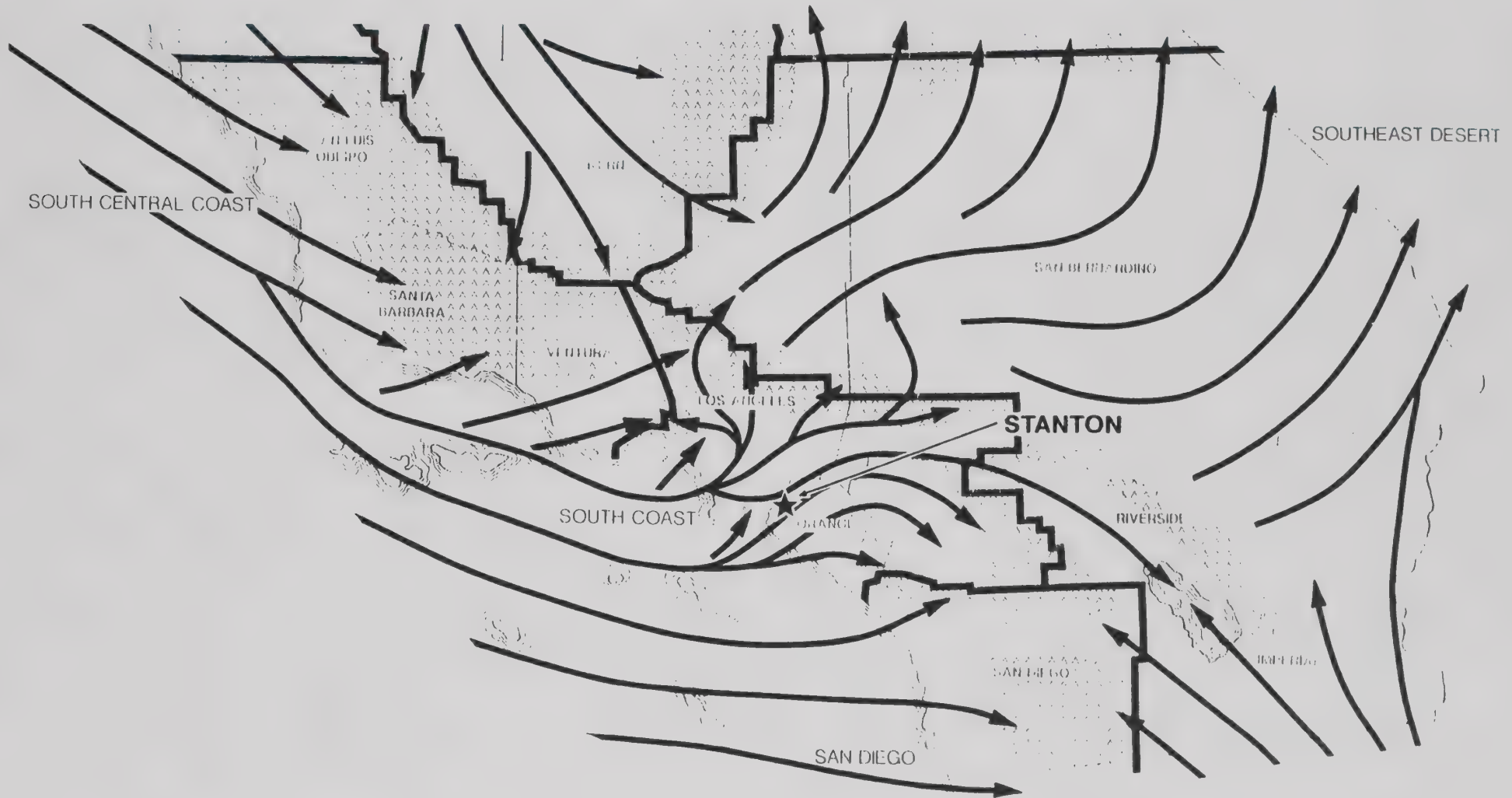
Air quality trends which have been developed at the Anaheim air quality monitoring station between 1987 and 1989 are discussed below. From the ambient air quality data (Table 34), it can be seen that sulfur dioxide, lead, and sulfate have not equalled or exceeded the relevant state and federal standards. Carbon dioxide, ozone, and nitrogen dioxide have exceeded the state or federal standards.

Of all of the pollutants monitored, ozone equalled or exceeded the state and federal standards most often. Ozone exceeded the state 1-hour standard thirteen percent of the time during the last three years and the federal 1-hour standard five percent of the time. Seven first stage ozone episodes (one-hour average >20 pphm) were called at the Anaheim station during the last three years for which data are available. Second stage ozone episodes (one-hour average >35 pphm) and third stage (one-hour average >50 pphm) episodes were not declared during that time.

⁹¹ Source: Mr. Jerry Arnold, SCAQMD Meteorologist.

⁹² Source: South Coast Air Quality Management District, Air Quality Tables and California Air Resources Board, Air Quality Data Annual Summaries.

SURFACE WIND FLOW PATTERNS



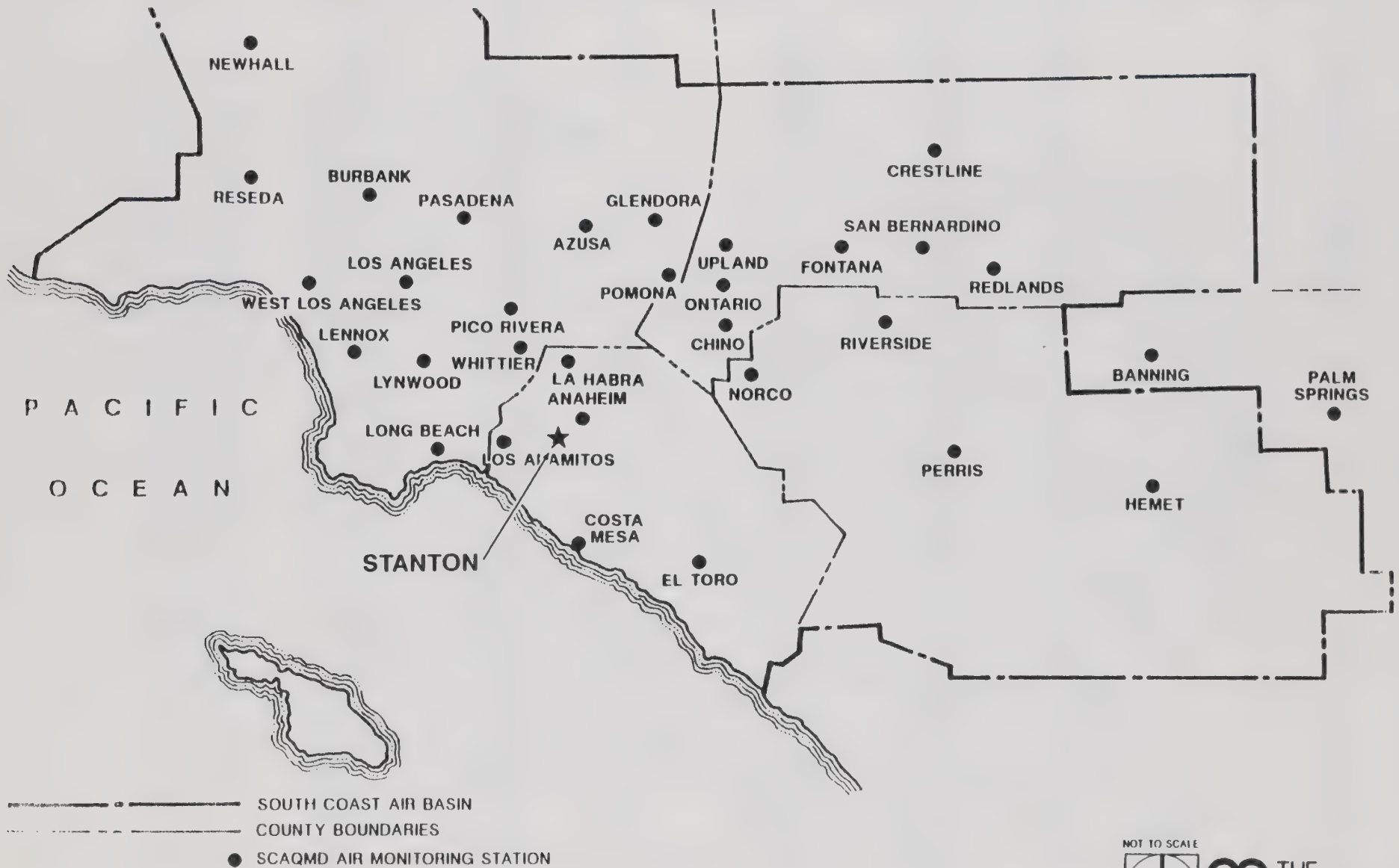
SOURCE: CALIFORNIA AIR RESOURCES BOARD

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR MONITORING STATIONS



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**TABLE 34
AMBIENT AIR QUALITY
ANAHEIM AIR MONITORING STATION¹**

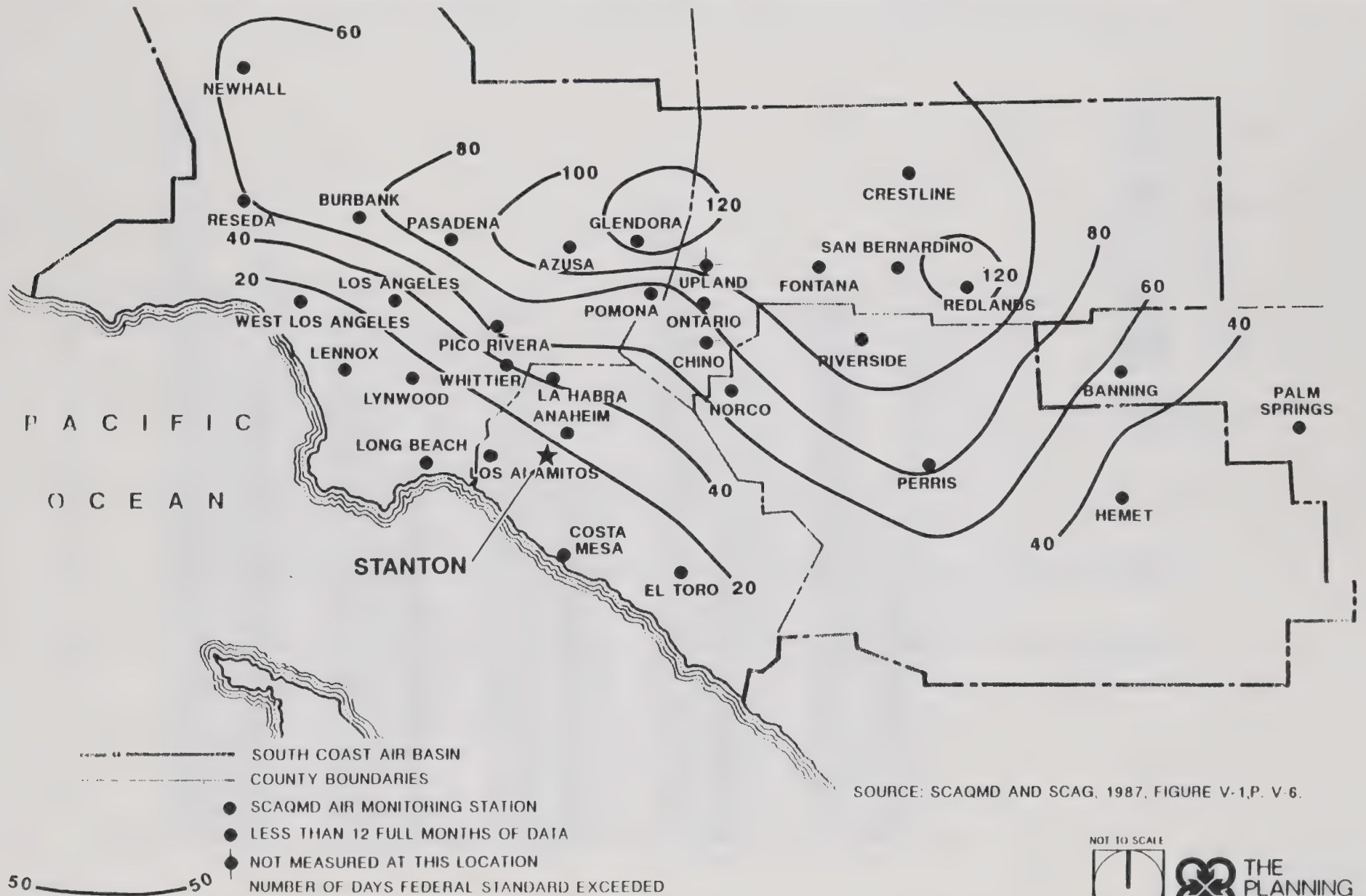
CARBON MONOXIDE					OZONE		NITROGEN DIOXIDE	
	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 8-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded
State Standards	> 20 ppm/1-Hour		≥ 9.1 ppm/8-Hour		> .09 ppm/1-Hour		> .25 ppm/1-Hour	
1989	19.0	0	12.1	5	.24	42	.28	1
1988	17.0	0	12.0	6	.27	53	.28	1
1987	16.0	0	8.7	0	.22	48	.22	0
MAXIMUM	19.0		12.1		.27		.28	
% EXCEEDED		0%		1%		13%		<1%
Federal Standards	> 35 ppm/1-Hour		≥ 9.5 ppm/8-Hour		> .12 ppm/1-Hour		No Federal Standard	
1989	19.0	0	12.1	5	.24	13	NA	NA
1988	17.0	0	12.0	5	.27	19	NA	NA
1987	16.0	0	8.7	0	.22	25	NA	NA
MAXIMUM	19.0		12.1		.27		NA	
% EXCEEDED		0%		<1%		5%		NA

SULFUR DIOXIDE			LEAD		SULFATE	
	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum Quarter/ Month Conc. (ug/m ³)	Quarters/ Months Exceeded	Maximum 24-Hour Conc. (ug/m ³)	Number of Samples Exceeded
State Standards	≥ .05 ppm/24-Hour		≥ 1.5 ug/m ³ /Monthly Avg.		≥ 25 ug/m ³ /24-Hour	
1989	.03	0	.15	0	17.7	0
1988	.06	0	NA	0	23.1	0
1987	.03	0	NA	0	14.6	0
MAXIMUM	.06		.15		23.1	
% EXCEEDED		0%		0%		0%
Federal Standards	> .14 ppm/24-Hour		> 1.5 ug/m ³ /Quarterly Avg.		No Federal Standard	
1989	.03	0	.08	0	NA	NA
1988	.06	0	NA	0	NA	NA
1987	.03	0	NA	0	NA	NA
MAXIMUM	.06		.08		NA	
% EXCEEDED		0%		0%		NA

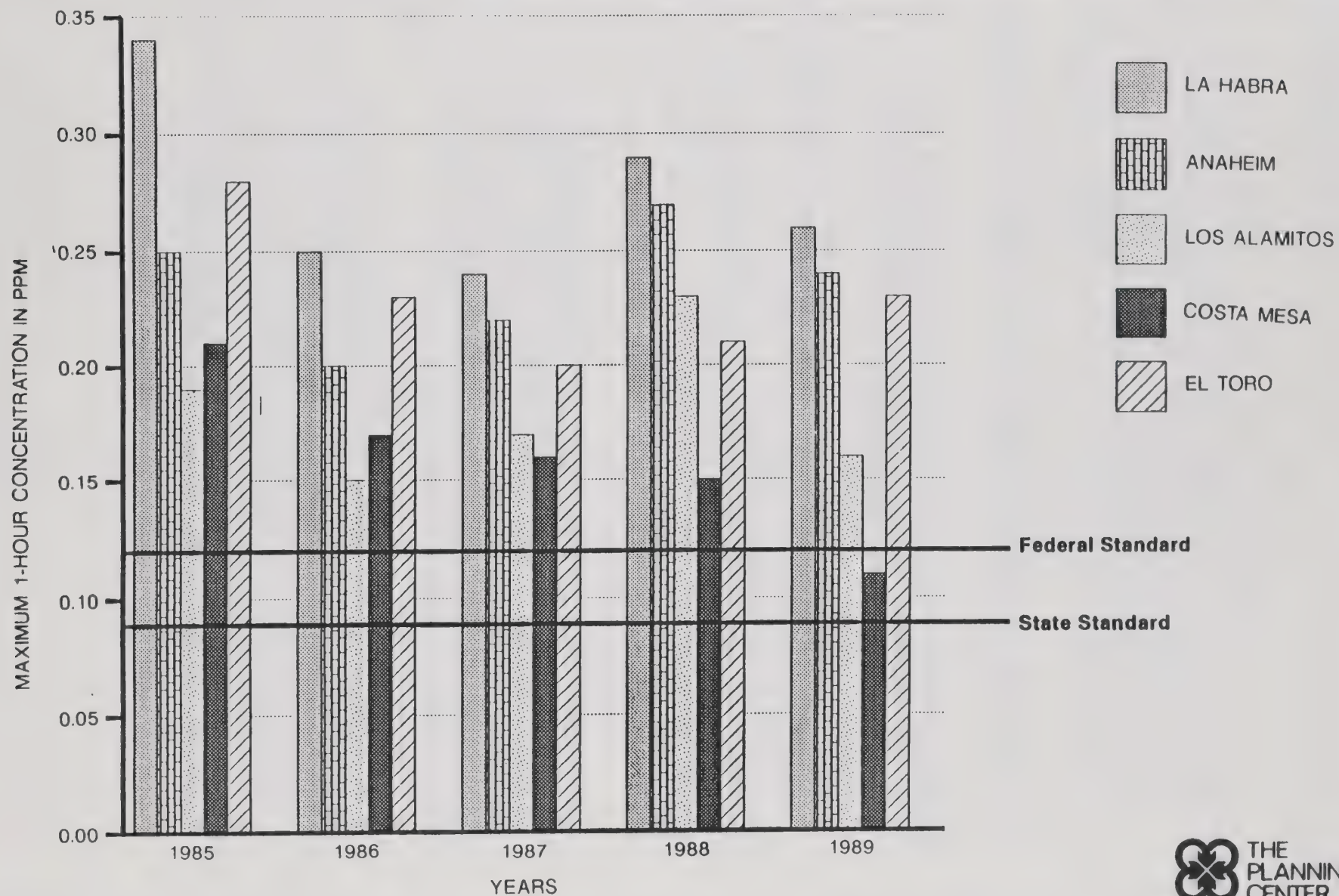
¹ Suspended particulates (PM₁₀) are not monitored at the Anaheim Station. NA = Not Applicable/Not Available.

Figure 25 depicts the annual number of days exceeding the federal 1-hour ozone standard during 1987. As shown therein, the annual number of days exceeding the 12 pphm standard in Stanton is less than 20. From Figure 25, it can be seen that the project area and other coastal regions exceeded the federal standard less than inland areas of the SoCAB. This trait can also be seen in the ozone trends found in Figure 26. Figure 26 shows that no consistent change in maximum ozone concentrations has occurred in Orange County during the last five years.

OZONE-1987 DAYS THE FEDERAL STANDARD WAS EXCEEDED



ANNUAL MAXIMUM 1-HOUR OZONE CONCENTRATIONS IN ORANGE COUNTY



The state and federal 1-hour carbon monoxide standards were not exceeded in any of the previous three years. One-hour carbon monoxide concentration ranged from 16 ppm to 19 ppm between 1987 and 1989. State and federal 8-hour standards were exceeded on six or less occasions during each of the past two years, and not at all during 1987. Figure 27 identifies the maximum 8-hour carbon monoxide concentration measured at Orange County monitoring stations since 1985. As shown therein, the margin by which the 8-hour carbon monoxide levels exceeded the standards was much larger in earlier years. Therefore, it is easy to conclude that maximum 8-hour carbon monoxide levels are decreasing in Orange County.

The state one-hour nitrogen dioxide standard (.25 ppm) was exceeded on less than one percent of the days sampled during the last three years. The standard was exceeded on one day in both 1988 and 1989.

The state and federal sulfur dioxide standards and the state 24-hour sulfate standard (25 ug/m³) were not exceeded during the last three years. The maximum concentration of sulfur dioxide (.06 pphm) and the maximum sulfate concentration (23.1 ug/m³) were measured during 1988.

Lead monitoring shows a maximum of 0.15 ug/m³ during 1989. Lead did not exceed the state or federal standards between 1987 and 1989.

Figure 28 depicts the annual arithmetic mean PM₁₀ concentrations throughout the air basin for the year 1987. It can be seen from Figure 28 that Stanton falls between the 40 ug/m³ and 50 ug/m³ contour. This area is below the federal annual standard for respirable particulate (PM₁₀) concentrations.

Local Sources of Air Contaminants

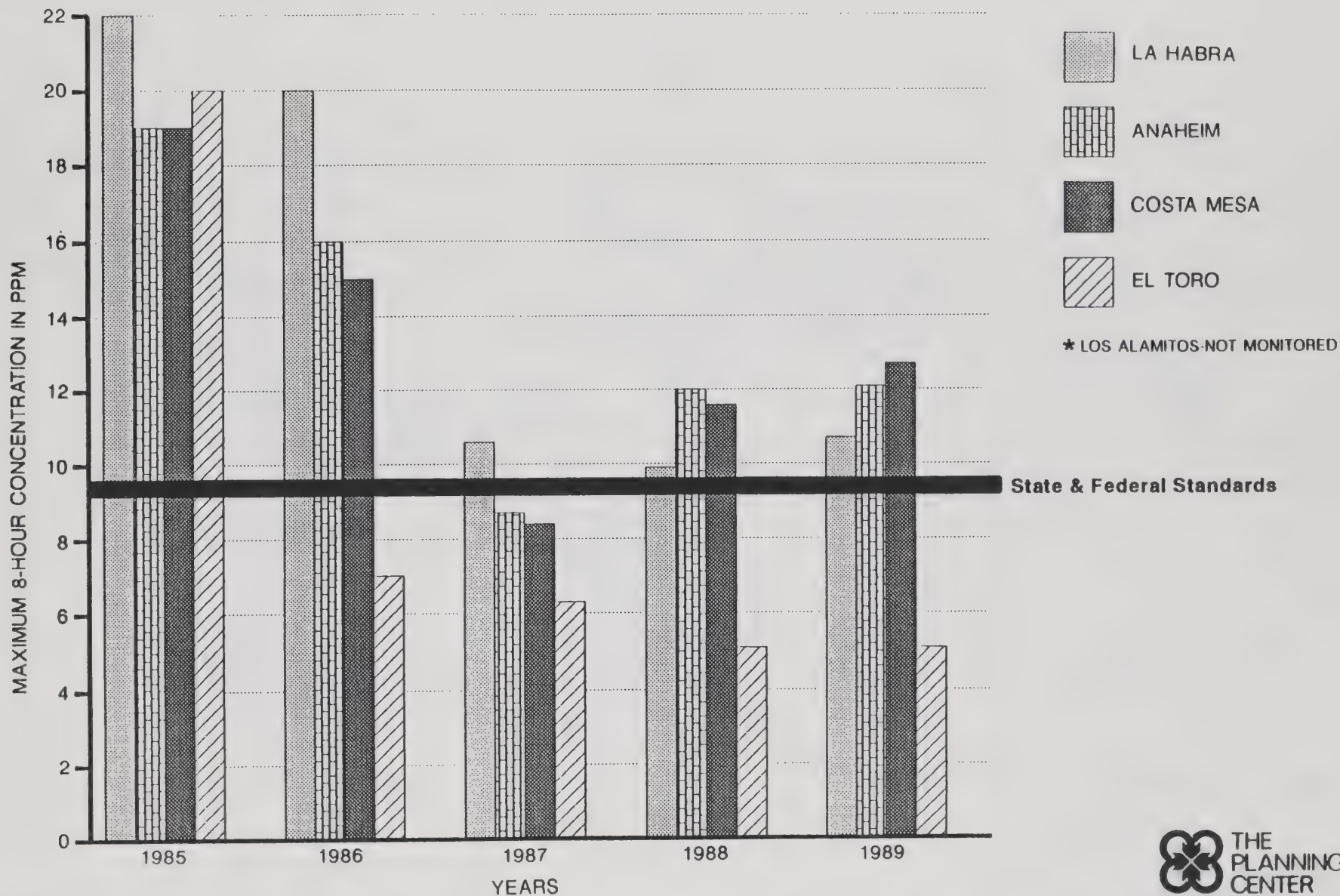
The South Coast Air Quality Management District has granted permits-to-operate to fifty-one stationary sources within the City of Stanton. These stationary sources encompass a variety of land uses including automotive repair shops, dry cleaners, restaurants, waste management facilities, a hospital, a school and a range of industrial and manufacturing plants. Together these permitted sources generate 70.5 tons of reactive organic gases, 7.8 tons of nitrogen oxides, 0.6 tons of sulfur oxides, 1.9 tons of carbon monoxide and 26.1 tons of total suspended particulates annually, as shown in Table 35. A detailed list of emissions from permitted sources in the City of Stanton is provided in Appendix F.

In addition to stationary sources, substantial air pollutant emissions within the City result from mobile sources on area roadways. In particular, motor vehicles on State Route 22, located just south of the City limits, and State Route 39 (Beach Boulevard) are considered major sources of air contaminants. The average daily vehicle trips (ADT) along SR 22 and SR 39 in the project vicinity are 143,000 and 69,000, respectively.⁹³ At an average speed of 40 miles-per-hour, these vehicles will generate 5.2 grams of carbon monoxide, 0.4 grams of reactive organic gases, 1.4 grams of nitrogen oxides and 0.3 grams of particulate matter for every mile travelled. Mobile and stationary sources of air pollutants in and around the City of Stanton substantially affect the ambient air quality in the project area.

⁹³

Caltrans "1989 Traffic Volumes on California State Highways."

ANNUAL MAXIMUM 8-HOUR CARBON MONOXIDE CONCENTRATIONS IN ORANGE COUNTY



YEAR 1987 ANNUAL AVERAGE PM_{10} CONCENTRATION

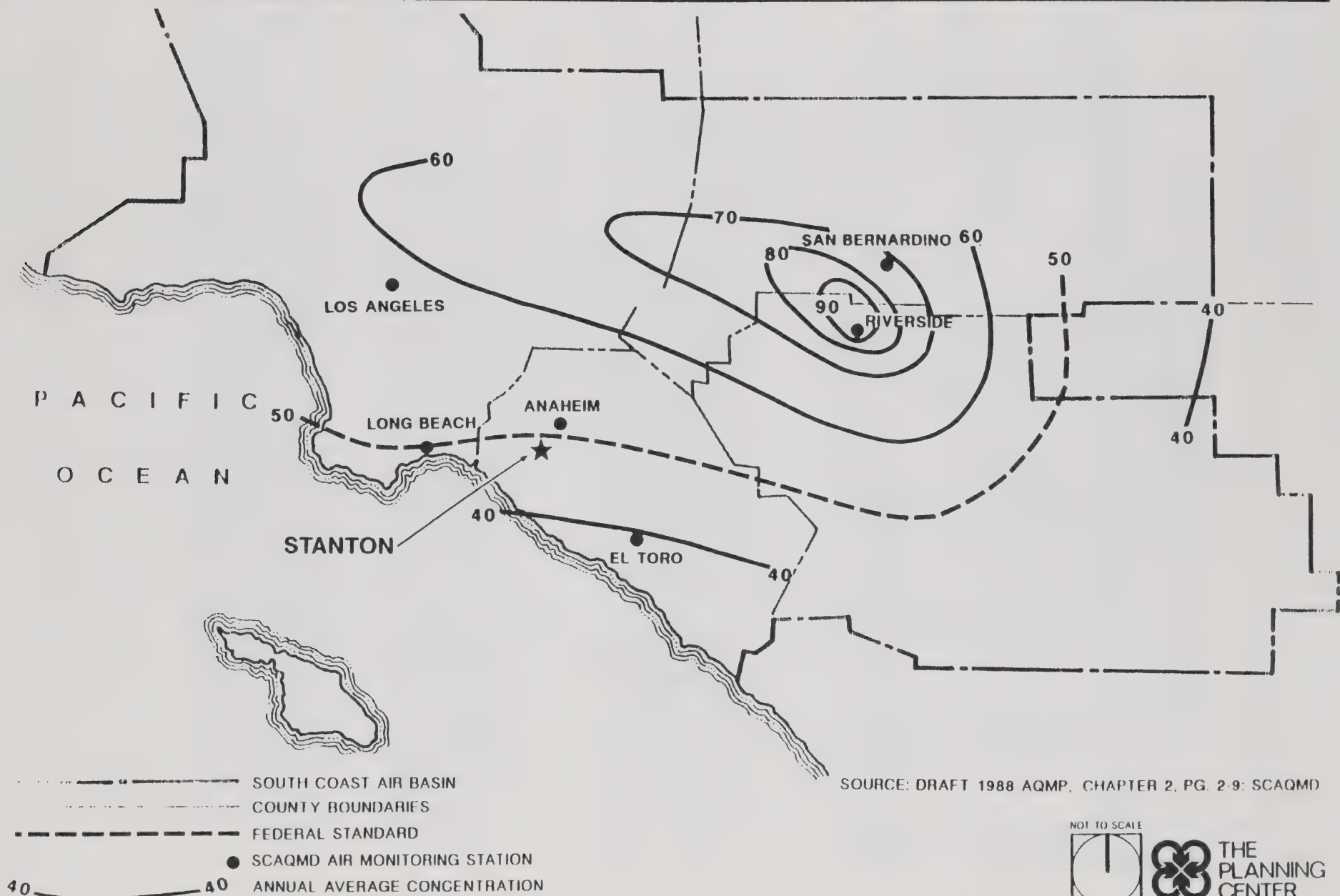


TABLE 35
DIRECT SOURCE EMISSIONS IN THE CITY OF STANTON
(Year 1990)

Direct Source Category	ROG	NOx	SOx	CO	TSP
COMMERCIAL:					
Automotive	7.6	0.0	0.0	0.0	0.3
Dry Cleaners	4.5	0.0	0.0	0.0	0.0
General Commercial	4.3	0.0	0.0	0.0	0.2
Waste Management	19.3	0.0	0.0	0.0	0.3
INDUSTRIAL:	34.8	7.3	0.2	1.4	24.2
INSTITUTIONAL:					
Hospital	0.1	0.0	0.0	0.0	0.0
School	0.0	0.5	0.4	1.6	1.1
TOTAL	70.6	7.8	0.6	3.0	26.1

Environmental Impacts

The evaluation of air quality impacts requires: (1) determining the type and extent of air quality emissions associated with the land use changes in the General Plan Update; and (2) the use of these emissions along with ambient data to determine the effect of the General Plan Update on regional and local air quality. Air pollutant emissions will occur over the short-term for site preparation and construction activities to support the proposed land uses. In addition, emissions will result from the long-term operation of the land uses. Short-term and long-term air quality impacts associated with the General Plan Update are detailed in the following sections.

Short-Term Construction-Related Impacts

Short-term air quality impacts may occur during the site preparation and construction activities required to prepare the proposed land use changes. Two major sources of emissions during this phase include construction equipment exhaust emissions and fugitive dust during grading operations. In addition, emissions will occur at the power plant serving the electrical requirements of the site and exhaust emissions will be produced by motor vehicles transporting the construction crew, building materials and heavy-duty vehicles.

Soil disturbance during site preparation and construction activities can create substantial quantities of fugitive dust. Although dust generation depends greatly on various factors including soil moisture, silt content, wind speed and acres of disturbance, an average particulate emission factor for construction activities has been suggested by the Environmental Protection Agency (EPA).⁹⁴ Dust production is determined to be 1.2 tons per month of activity per acre disturbed. This level can be reduced 50 percent with regular watering and up to 75 percent with more specialized dust suppression techniques.

⁹⁴ Source: Environmental Protection Agency AP-42, Stationary Source Emissions; 1985.

Typically, soil is only disturbed during the grading phase of construction and the impact due to grading is localized. Fugitive dust is composed primarily of inert silicates, rather than the complex particulates released during combustion, which are more detrimental to health. Therefore, the fugitive dust is expected to be a local nuisance rather than a public health concern.

Construction activities will cause combustion emissions from utility engines, heavy-duty construction vehicles and equipment hauling materials to and from the site. Exhaust emissions from construction activities vary from day to day as construction activity levels change. However, vehicle emissions will not result in concentrations that could threaten the clean air standards. Emissions should be minimal and disperse without significant impact on nearby sensitive receptors.

Long-Term Regional Impacts

Long-term impacts are those associated with the change in permanent usage of land uses in the City. Two types of air pollutant sources must be considered with respect to changes in the General Plan: stationary sources and mobile sources. Stationary sources include emissions in the City from the change in activities at land proposed for infill/redevelopment and natural gas combustion, as well as emissions at the power plant associated with the changes in electrical energy requirements. Mobile source vehicle trips include: employees commuting to work; visitors and shoppers; community residents; deliveries; maintenance activities; and vehicles passing through the City.

Emission projections can be made for the proposed land use changes in the build-out year (2010) by multiplying motor vehicle, natural gas, and electrical usage rates by the appropriate emission factors. The emissions associated with the land uses on the project site are summarized in Table 36.

TABLE 36 RESULTANT PROJECT-RELATED EMISSION INVENTORY (Year 2010-Lbs./Day)			
Criteria Air Pollutant	Existing Land Uses to be Rezoned	Proposed General Plan Land Uses	Increase in Emissions
CO	1,262	1,486	224
ROG	111	131	20
NOx	203	242	39

The emissions associated with the project are expected to be 224 pounds of carbon monoxide, 20 pounds of reactive organic gases, and 39 pounds of NOX on a daily basis. This change in land uses from existing to General Plan conditions results in a slight increase in air pollutant emissions. However, the proposed General Plan land uses support the concept of mixed use developments which actually reduce dependence on the automobile as a method of transportation. Increased densities along transportation corridors encourages multi-modal transport including mass transit and walking. Proposed land use categories, such as "Home Industry", actually reduce the number of vehicle trips associated with the land use. Residents are provided the opportunity to work where they live, thereby negating trips to and from the place of employment.

Regional emission inventories have been projected by the South Coast Air Quality Management District for conditions in the year 2000 and the year 2010. Since the year 2010 is projected for the project build-out date, a comparison between regional emissions and the increase in General Plan related emissions is provided for that year. As shown in Table 37, the proposed project will result in an increase in basin-wide emissions representing less than one hundredth of a percent of the basin-wide daily emissions of each pollutant. Therefore, the Stanton General Plan will result in an incremental adverse impact on regional air quality.

TABLE 37
REGIONAL EMISSION INVENTORY COMPARISON¹
(Tons/Day)

Pollutant	Proposed Project	South Coast Air Basin	Project Percent of Air Basin
CO	0.11	4,471	.0025
ROG	0.01	1,130	.0009
NO _x	0.02	1,018	.0019

¹ Regional emissions inventory was taken from "AQMP Appendix No. III-B, "Future Baseline Emissions", SOCAB; May 1989.

Long-Term Local Impacts

An assessment of the General Plan related impact on localized ambient air quality requires that future ambient air quality levels be projected. Carbon monoxide concentrations can be estimated adjacent to nearby intersections carrying substantial volumes of project-related traffic using the California Department of Transportation Line Source Dispersion Model (CALINE4). Carbon monoxide levels in the project vicinity during peak hour traffic were assessed with the CALINE4 computer model. Figure 29 identifies the major intersections in the City of Stanton which were analyzed with the CALINE4 model.

The purpose of the model is to assess air quality impacts near transportation facilities in what is known as the microscale region. Given the source strength (number of vehicles), local meteorology, the site geometry and the site characteristics, the model can reliably predict pollutant concentrations. Restrictive dispersion conditions and parallel winds were assumed in the following analysis to provide worst-case conditions. The CALINE4 assumptions are detailed in the Appendix.

A comparison of the projected carbon monoxide levels shown in Table 38 with state and federal standards indicates the significance of the projected concentrations. The standards for carbon monoxide are also presented in Table 38. Existing ambient carbon monoxide concentrations are 16.0 ppm over a 1-hour averaging period and 10.4 ppm over an 8-hour averaging period as measured at the Anaheim monitoring station and documented by the California Air Resources Board in the Air Quality Data, 1988 Annual Summary. Background concentrations shown in Table 38 represent year 2010 levels in the South Coast Air Basin assuming that Tier I control measures are fully implemented. If Tier I measures are only partially implemented, background levels could reach 17.0 ppm and 10.2 ppm over the 1-hour and 8-hour averaging periods, respectively.

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TABLE 38
CARBON MONOXIDE CONCENTRATIONS
AT 100 FEET FROM INTERSECTIONS¹
(Parts Per Million)

Major Intersections Analyzed	Existing		General Plan	
	1-Hr	8-Hr	1-Hr	8-Hr
Cerritos Avenue @				
- Knott Avenue	2.9	1.7	1.6	1.0
- Western Avenue	2.0	0.1	1.3	0.8
- Beach Boulevard	3.4	2.0	2.1	1.3
- Dale Street	1.7	1.0	1.1	0.7
- Magnolia Street	2.2	1.3	1.5	0.9
Katella Avenue @				
- Knott Avenue	2.8	1.7	2.1	1.3
- Western Avenue	2.7	1.6	1.6	1.0
- Beach Boulevard	3.4	2.0	1.9	1.1
- Dale Street	2.1	1.3	1.3	0.8
- Magnolia Street	2.5	1.5	1.6	1.0
Orangewood Avenue @				
- Western Avenue	1.4	0.8	0.8	0.5
- Beach Boulevard	3.1	1.9	1.8	1.1
Chapman Avenue @				
- Beach Boulevard	3.4	2.0	2.3	1.4
- Dale Street	1.8	1.1	1.2	0.7
Lampson Avenue @				
- Beach Boulevard	1.8	1.1	1.3	0.8
Background Concentration ²	16.0	10.4	11.3	6.8
State Standard	20.0	9.0	20.0	9.0
Federal Standard	35.0	9.0	35.0	9.0

1 Receptor distances are measured from the roadway centerline.
2 Background concentration must be added to roadway concentration to determine carbon monoxide level. Year 2010 background concentrations assume implementation of Tier I Control Measures throughout the South Coast Air Basin.

Since eight-hour traffic projections were unavailable, eight-hour carbon monoxide levels could not be projected directly with the CALINE4 model. However, Caltrans has developed a recommended methodology for projecting eight-hour concentrations based on the one-hour CALINE4 forecasts. The methodology multiplies the concentrations generated by local roadways (total concentrations less background) by a persistence factor. This quantity is then added to a suitable eight-hour background concentration. It has been determined that the suitable persistence factor is 0.6.

Two scenarios were analyzed (analysis details are located in Appendix F). The first scenario reflects existing traffic volumes, and the second scenario reflects year 2010 traffic volumes after General Plan implementation. As shown in Table 38, carbon monoxide concentrations at 100 feet from major Stanton intersections will be below the current 20 ppm state standard and the 35 ppm federal standard

(one-hour average) under existing and General Plan build-out conditions. Similarly, the state and federal eight-hour carbon monoxide standards (9.0 ppm) will not be exceeded at these intersections under General Plan conditions. However, ambient 8-hour carbon monoxide concentrations exceed the standard under existing conditions without the addition of localized motor vehicle emissions.

Table 39 provides carbon monoxide concentrations at the nearest sensitive receptor location to the intersection analyzed. These locations are schools, parks, single and multi-family residences and a hospital. As shown in Table 39, roadway contributions to carbon monoxide concentrations currently range up to 4.0 ppm over a 1-hour averaging and up to 2.4 ppm over an 8-hour averaging period.

TABLE 39 CARBON MONOXIDE CONCENTRATIONS AT NEAREST SENSITIVE RECEPTOR¹ (Parts Per Million)				
Major Intersections Analyzed	Existing		General Plan	
	1-Hr	8-Hr	1-Hr	8-Hr
Cerritos Avenue @				
- Knott Avenue	1.7	1.0	1.0	0.6
- Western Avenue	0.0	0.0	0.0	0.0
- Beach Boulevard	4.0	2.4	2.5	1.5
- Dale Street	2.3	1.4	1.4	0.8
- Magnolia Street	2.3	1.4	1.4	0.8
Katella Avenue @				
- Knott Avenue	1.7	1.0	0.7	0.4
- Western Avenue	0.0	0.0	0.0	0.0
- Beach Boulevard	0.0	0.0	0.0	0.0
- Dale Street	0.0	0.0	0.0	0.0
- Magnolia Street	1.5	0.9	0.7	0.4
Orangewood Avenue @				
- Western Avenue	0.9	0.5	0.7	0.4
- Beach Boulevard	1.3	0.8	0.8	0.5
Chapman Avenue @				
- Beach Boulevard	2.6	1.6	1.9	1.1
- Dale Street	2.4	1.4	1.7	1.0
Lampson Avenue @				
- Beach Boulevard	0.0	0.0	0.0	0.0
Background Concentration ²	16.0	10.4	11.3	6.8
State Standard	20.0	9.0	20.0	9.0
Federal Standard	35.0	9.0	35.0	9.0
¹ Receptor distances are measured from the roadway centerline. ² Background concentration must be added to roadway concentration to determine carbon monoxide level. Year 2010 background concentrations assume implementation of Tier I Control Measures throughout the South Coast Air Basin.				

Under General Plan conditions in the City of Stanton, 1-hour and 8-hour carbon monoxide concentrations range up to 2.5 ppm and 1.5 ppm, respectively, at the nearest sensitive receptor location to the intersection. Added to the background concentrations, carbon monoxide levels should not exceed the state and federal standards even under very restrictive meteorological conditions.

Mitigation Measures

Short-Term Mitigation Strategies

Steps should be taken to minimize fugitive dust during grading and construction activities. Rule 403, Fugitive Dust from the SCAQMD Rules and Regulations must be followed to reduce visible dust in the air and on surface roadways for all development projects and roadways improvements. Additionally, the following methods should be applied:

- Develop a watering program to wet down open graded surfaces to form a wind-resistant temporary crust. The program should include control of wind-blown dust on site access roadways.
- Water the site and spray construction equipment in the morning and the evening.
- Use soil binders to stabilize loose soil.
- Plant ground covers and pave roadways as early as possible in the construction process.
- Any earth being transported should be covered and the wheels and lower portions of transport trucks will be sprayed with water before they leave the construction area.

In addition to fugitive dust control, any effort to mitigate mobile source emissions during the construction period should be implemented. The following areas should be considered.

- Construction equipment should be selected considering emission factors and energy efficiency.
- Construction equipment should be properly tuned and maintained.
- Construction activities should minimize obstruction of through traffic lanes adjacent to the site and a flagperson should be retained to maintain safety adjacent to existing roadways.
- Diesel-powered equipment should be utilized in lieu of gasoline-powered engines.
- Any construction equipment using diesel drive internal combustion engines will use a diesel fuel with a maximum of 0.05 percent sulfur and a four degree retard.
- Ridesharing for the construction crew should be supported and encouraged.

Long-Term Mitigation Strategies

Mitigation strategies should focus on reducing vehicle trips and vehicle trip lengths associated with all development projects in the City of Stanton. Individual projects may be required to establish a Transportation Management Plan per Regulation 15 of the SCAQMD Rules and Regulations. Other efforts should focus on minimizing indirect-source emissions. The following strategies should be utilized on development projects wherever feasible.

- Utilize a mix of land uses in commercial, office and industrial centers to provide amenities for employment areas. Special consideration should be given to restaurant and child care facilities to reduce off-site vehicle trips. The possibility of incorporating service-oriented facilities, such as drycleaning, drugstore, shoe repair and beauty salon should be analyzed, as well as the incorporation of residential dwellings.
- Provide pedestrian shelters along major bus routes to encourage bus ridership.
- Establish a city-wide transportation plan including:
 - 1) commuter rideshare and transit incentives;
 - 2) employee alternative work schedules;
 - 3) provide transit shelters and bicycle amenities to encourage alternative transportation modes;
 - 4) schedule deliveries for off-peak traffic hours; and
 - 5) limit on-street parking.
- Use of low emission building materials such as pre-primed and sanded wallboard, wood molding and trim products should be considered for construction materials.
- Use of energy efficient street lighting and parking lot lighting (low pressure sodium vapor lights) should be considered for replacement and in new areas to reduce emissions at the power plant serving the City.
- Install low-polluting and high-efficiency appliances in new residential, commercial and industrial facilities wherever possible.
- Landscaping should include drought-resistant plant species to reduce water consumption and provide passive solar benefits.
- Solid waste recycling should be encouraged and the feasibility of a city-wide program addressed.

3.5.2 Congestion Management

Environmental Setting

Propositions 108 and 111 were passed by the electorate in June, 1990. This action established new requirements for transportation planning and funding in California's urban counties: those with an urbanized area containing a population greater than 50,000. The essence of the legislation was to make funding available from increased gas taxes available only to those urban counties and their cities in which specific actions enumerated in the legislation were undertaken to reduce congestion on the State Highways and "principle" arterial highways designated by the responsible local agency.

Planning for this program began in Orange County began well before the election in June, 1990 on the basis that congestion was a serious problem needing some relief even if the propositions failed and, if they passed, it would be well to get an early start in complying. The result was a Congestion Management Plan and Implementation Manual unique in its scope, depth and degree of local government input.

Its preparation was managed by the Orange County Environmental Management Agency's Regional Coordination Office through a multi-agency Management Team, a public sector/private sector Technical Advisory Committee and a joint City/County Policy Task Force. The resultant CMP documents therefore represent an unusual degree of consensus as to the direction this Program should take in Orange County. The Program, as of June, 1991, has passed over to the newly created Orange County Transportation Authority as the designated CMP Agency. The Technical Advisory Committee/Policy Task Force structure remains.

A key to the Program is the designation of the CMP Highway System within Orange County. Essentially, it consists of the State Highways (including the entire Freeway system) and "principle" highways defined primarily as Superstreets: routes on the County's Master Plan of Arterial Highways which provide major subregional traffic connections. For the most part, these are designated as "Major Arterial Highways on the Master Plan. For Stanton, the two routes which are part of this system are Beach Boulevard (Route 39) and Katella Avenue. Their intersection near the center of the City therefore constitutes the most significant current and future intersection in the City.

The final Congestion Management Program for Orange County contains eight components:

- Land Use Coordination - guidance for evaluating impacts of proposed development projects on the CMP Highway System and determining the cost of mitigation;
- Transportation Modeling - specifications for consistent modeling approaches at the regional, sub-regional (countywide) and local or subarea traffic analysis;
- Level of Service (LOS) - compliance with legislative guidance in which the LOS to be achieved is LOS "E" or the existing LOS, whichever is farther from LOS "A" (For Stanton, the CMP intersection is at LOS "D" during the AM peak period and LOS "F" during the PM peak period);⁹⁵

⁹⁵ The City's submittal for CMP was LOS "C" during AM peak period and LOS "E" during the PM peak period.

- Transit Service Standards - delineation of transit service standards for routing, frequency and coordination between operators;
- Transportation Demand Management (TDM) - guidance for an ordinance to achieve reductions in vehicle trips and vehicle miles traveled (Stanton adopted its TDM ordinance prior to CMP adoption);
- LOS Deficiency Plans - Description of required plans for mitigating congestion on the CMP highway system if certain links or intersections are below acceptable LOS levels and cannot practicably be improved to acceptable levels;
- Capital Improvement Program - Establishment of a seven year Capital Improvement Program to assist in achieving congestion management and air quality objectives;
- Annual Monitoring and Conformance - guidelines and checklists to assist local jurisdictions and the CMP Agency in documenting compliance with the CMP and establishing eligibility for CMP funds.

The City of Stanton has taken all required actions during the first year of the CMP to qualify for its participation in the Program and funding distributions.

Environmental Impacts

The existing conditions as reflected in the above Level of Service factors represent a marginal performance without implementation of the CMP. Moreover, planned improvements to Beach Boulevard and Katella Avenue under the Superstreet Program remain to be accomplished.

Since only an estimated 25% of the traffic impacting this intersection is generated within Stanton, the most effective action to mitigate problems at this location will have to occur within surrounding communities. This is exactly what the CMP and its related components are aimed at accomplishing practically.

As indicated in the Transportation and Community Services portion of this document, while projected levels of service will remain at LOS "F", the actual degree of overload will be less than current conditions.

At the same time, it is clear that some of the methods for improving the situation include land use and project design considerations within the immediate vicinity of this intersection.

Mitigation Measures

1. Continue to participate actively in the Congestion Management Program.
2. Engage with surrounding cities in inter-local agreements to mitigate impacts where development projects impact the Beach/Katella intersection.
3. Require design treatment of development projects along Beach Boulevard and Katella Avenue which reduce the number of driveways, offer deceleration turnouts, improve clarity of signage and otherwise improve traffic flow in this congested area.

3.5.3 Growth Management

Environmental Setting

As described in the "Countywide Growth Management Program Implementation Manual", approved April 18, 1991 by the Regional Planning and Advisory Council (RAPC), Growth Management is now a formal part of the intergovernmental process in Orange County. This is a result of the passage of Measure M, the Revised Traffic Improvement and Growth Management Ordinance, on November 6, 1990. This Ordinance authorizes an extra 1/2 cent retail tax for 20 years, beginning on April 1, 1991. The estimated \$3.1 billion thus generated is to be used by local governments for improvement and maintenance of local and regional transportation improvements. The City of Stanton can expect an estimated \$266,000 for the period April 1, 1991 to July 1, 1992 from this Program.

An extensive workshop process resulted in completing and adoption of the Countywide Traffic Improvement and Growth Management Program, which requires each jurisdiction wishing to participate in funding distributions to adopt a Growth Management Element including the following provisions:

- Specify Traffic Level of Service (LOS) standards;
- Adopt a Development Mitigation Program;
- Adopt a Development Phasing and Annual Monitoring Program; and
- For developing communities (cities in which the arterial road system is incomplete), adopt Planning Standards for Fire/Paramedic, Police/Sheriff, Library, Flood Control, Parks and Open Space; and other applicable public facilities.

Four additional actions are required and may be included in the Element or as part of an implementation plan at the jurisdiction's option:

- Participate in Inter-Jurisdictional Planning Forums;
- Develop a Capital Improvement Program (preferably a seven year program to dovetail with the Congestion Management Program);
- Address housing options and job opportunities; and
- Adopt a Transportation Systems Management Ordinance.

Measure M is distinctive in that it includes specific transportation improvement projects and requires establishment (now accomplished) of a Citizens Oversight Committee to review implementation activities.

Environmental Impacts

One important project impacting Stanton is the extension of a commuter rail line along the Pacific Electric right of way extending diagonally through the northerly portion of the City. This additional transportation mode could have significant positive effects on the land use balance, congestion levels and air quality in the City.

Generally, the Growth Management Program reinforces the development thrust envisioned in the Preferred Plan.

Stanton is not projected to grow significantly in relation to the County or the Region in residential development (a maximum of 1,347 dwelling units at buildout, or less than one percent of the projected growth of northwest Orange County). Job growth is intended, but would only increase the jobs/housing ratio from .75 to 1.25, very close to the projected Regional average by the year 2010 of 1.27.

The projected growth, attenuated by requirements of the Growth Management Plan (included in the Stanton General Plan as the Growth Management Component of Regional Coordination Chapter), will serve to improve mobility, proportionately increase revenue flow to facilitate infrastructure improvements and enable Stanton to contribute to amelioration of Countywide and subarea growth related problems.

Mitigation Measures

1. Implement programs and actions of the Growth Management component of the General Plan on the schedule as prescribed in the countywide Growth Management Program.

ALTERNATIVES

Chapter Four

ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires that a range of reasonable alternatives be examined in an EIR to permit a reasonable choice regarding the proposed project. Furthermore, the guidelines state that the discussion of alternatives shall focus on alternatives capable of either eliminating significant impacts associated with the proposed project or reducing them to a level of insignificance.

This section addresses three alternatives to the proposed project: No-Project Alternative; Alternative One-Limited Development; and Alternative Two - Maximum Development.

- The No Project Alternative assumes that the new General Plan is not adopted and that no new development takes place.
- Alternative One - Limited Development - this alternative assumes that land use patterns continue as established in the existing General Plan. The City would take little action to encourage development and redevelopment activities. Some intensification of commercial areas occurs under this alternative, but at relatively low Floor Area Ratios (FAR). Most non-conforming uses would continue as well as residential use in industrial lot areas.
- Alternative Two - Maximum Development - this alternative assumes the land use patterns of the Preferred Alternative, but development would occur at maximum intensities. The City would take aggressive action to bring about changes in Opportunity Areas by strongly encouraging mixed-use development and increasing residential densities beyond the Preferred Alternative. Maximum use of redevelopment powers and maximum effort to establish the proposed light rail commuter line and station in Stanton also characterize this alternative.

Table 40 summarizes acreage, floor area ratios and square footages for all non-residential land use designations for the three alternatives as well as the Preferred Alternative.

**TABLE 40
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
FLOOR AREA RATIOS FOR ALTERNATIVES**

Land Use Designation	Preferred			Alternative 1 No Project			Alternative 2 Limited Development			Alternative 3 Maximum Development		
	Estimated Existing Acres	Floor Area Ratio	Estimated Square Footages for Non-Residential Land Use (in thousands)	Estimated Existing Acres	Floor Area Ratio	Estimated Square Footages for Non-Residential Land Use (in thousands)	Estimated Existing Acres	Floor Area Ratio	Estimated Square Footages for Non-Residential Land Use (in thousands)	Estimated Existing Acres	Floor Area Ratio	Estimated Square Footages for Non-Residential Land Use (in thousands)
Industrial	210	.45	4,116.4	269	.30	3,515.3	269	.25	2,929	210	1.0	9,148
General Office	116	.60	3,031.8	98	.35	1,494.1	98	.40	1,708	116	1.50	7,579
Regional Commercial	58	.35	884.3	49	.25	533.6	49	.25	534	58	.50	1,263
Community Commercial	58	.25	631.6	49	.20	426.9	49	.25	534	58	.35	884
Open Space/ Recreational (includes 31 acres of Orange County Flood Control District)	121	N/A	N/A	117	N/A	N/A	117	N/A	N/A	121	N/A	N/A
Public/Institutional ¹ (Includes Civic Center and Schools)	70	N/A	648	59	N/A	546	59	N/A	546	70	N/A	648

- 1 Calculated based on GIS figures for land use changes proposed with Preferred Alternative.
2 GIS take-off figures revised on 04/22/91.
3 Includes 6.4 acres of residential use in the Civic Center Area.

4.1 NO PROJECT ALTERNATIVES

4.1.1 Land Use

The City of Stanton has not prepared a comprehensive update of its General Plan since it was first adopted. Since that time, substantial changes have occurred both locally and regionally, making revisions to the General Plan necessary. The State of California General Plan Guidelines state that "the General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change". The Guidelines further state that "the entire plan, including the basic policies, should be thoroughly reviewed at least every five years and revised as necessary to reflect new conditions, local attitudes and political realities". Implementation of the No Project Alternative would preclude the application of these state provisions.

Implementation of this alternative would also preclude resolution of existing non-conforming and compatible land uses that occur in the City. The new General Plan proposes a number of strategies to resolve existing non-conforming and incompatible land uses. The Plan calls for designation of Opportunity Areas, revision of non-conforming regulations and change of density for residential uses in specified areas. In addition, the Preferred Alternative supports a mix of land uses in the City which is designed to promote a balance of residential, industrial and commercial uses. The City of Stanton currently has a high concentration of residential uses in relation to commercial and industrial uses.

4.1.2 Aesthetics

The aesthetic quality of Stanton is characterized by non-conforming uses, poor transition between uses and random appearance in light industrial and commercial centers. Although new development does exist in some areas, the overall visual quality of the City is lacking. The No Project Alternative would not allow for the image-oriented changes, outlined in the proposed General Plan, to occur in the City. Specifically, enhancement of the City's image through redevelopment activities, design review ordinance and increased code compliance would not take place.

4.1.3 Population/Housing/Employment

Existing population in the City of Stanton is estimated at 30,491. Population estimates under the Preferred Alternative are 34,051 at build-out, an increase in 3,560 persons over the No Project Alternative.

There are an estimated 10,379 dwelling units in the City. Under the Preferred Alternative, the number of dwelling units at build-out is estimated at 11,726; an increase of 1,347 dwelling units. Approximately ten percent of this increase is attributed to the proposed General Plan policy that would permit second dwelling units in single family residential areas. Residential densities are also increased from low to medium in specific Opportunity Areas.

The City of Stanton presently has 7,702 job opportunities. The Preferred Alternative increases commercial land use allocations and reduces allocations for industrial use. However, floor area ratios are increased for both industrial and commercial uses. The increase in FAR results in the potential to add an estimated 6,961 job opportunities in the City. This corresponds to an improvement in the jobs/housing balance in the City.

4.1.4 Transportation and Circulation

Existing land uses in Stanton generate 222,051 average daily vehicle trips (ADT). Applying the same generation factors to the proposed land uses under the Preferred Alternative yields an ADT of 287,914. The proposed General Plan would result in an increase of 65,863 vehicle trips per day, or a thirty percent increase, over existing traffic conditions. Level of Service on Beach Boulevard between Lampson Avenue and Garden Grove would not exceed LOS "E" threshold if the No Project Alternative is selected.

Under the No Project Alternative efforts to coordinate planning activities with the Super Street Program would not occur. Similarly, the City would not pursue the location of a light rail system through the City.

4.1.5 Public Utilities

Impacts to public utilities as a result of intensification of residential and non-residential uses would not be realized under the No Project Alternative. However, several policies contained in the proposed General Plan Update address water conservation, waste recycling and household hazardous waste. These programs would not be implemented under the No Project Alternative.

4.1.6 Public Services

The No Project Alternative would eliminate potential impacts to fire and police protection services, education facilities and parks and recreation. The proposed General Plan addresses existing deficiencies with regard to a Emergency Preparedness Plan by including a policy calling for its preparation. In addition, the Plan includes a development impact fee to ensure that adequate public services can be provided to new developments.

4.1.7 Noise

Noise impacts as a result of increased traffic and construction activity would not occur with implementation of this alternative. The noise impacts of the Preferred Alternative are not significant, and therefore implementation of this alternative is not required to mitigate or eliminate any significant impacts.

4.1.8 Air Quality

The No Project Alternative would eliminate potential air quality impacts associated with increased traffic of the Preferred Alternative. However, the Preferred Alternative is intended to promote a mix of housing and employment opportunities in the City which may reduce the number and length of vehicle trips in the region.

4.1.9 Seismic

The City of Stanton is located in a seismically active region, and as such is at risk to geologic hazards such as earthquakes and associated groundshaking. Although the Preferred Alternative would increase the population at risk to geologic hazards by adding dwelling units and intensifying commercial and industrial uses, the proposed General Plan contains goals, strategies and actions that address geologic hazards. Implementation of the proposed General Plan would result in the preparation of a citywide geologic hazards map and building surveys every five years. Additionally, the proposed Plan calls for the enhancement of earthquake response preparedness activities.

4.2 ALTERNATIVE ONE - LIMITED DEVELOPMENT

4.2.1 Land Use

The Limited Development Alternative would require a General Plan Amendment and revisions to the Zoning Code. Limited mixed use development and some intensification of commercial uses would take place under this alternative. However, the Limited Development Alternative would not completely address existing land incompatibilities and non-conforming uses.

4.2.2 Aesthetics

The aesthetic quality of the City would not substantially improve under this alternative. However, the City would not fully engage its redevelopment powers in order to rehabilitate and revitalize deteriorating areas of the City.

4.2.3 Population/Housing/Employment

Population, employment and housing would increase over existing conditions with implementation of this alternative. In comparison to the Preferred Alternative, the Limited Development Alternative would result in a smaller increase in population, employment and housing. The smaller increase is attributed to less intense industrial and commercial development opportunities coupled with a minor increase in residential densities and prohibition of second dwelling units. As a result, improvements to jobs/housing balance would not be as great in comparison to the Preferred Alternative.

4.2.4 Transportation and Circulation

The land use patterns and allocations are generally similar for both this alternative and the Preferred Alternative. Alternative One results in 234,217 ADT at build-out. In contrast, the Preferred Alternative would generate 287,914 ADT - an increase of 53,697 at build-out. Although, the land use allocations are similar for these alternatives, the increased FAR of industrial and commercial uses and increased residential densities under the Preferred Alternative would result in the generation of more ADT at build-out.

4.2.5 Public Utilities

The Limited Development Alternative would result in less demand for public utilities compared to the Preferred Alternative. However, the Preferred Alternative would not result in any significant adverse impacts to the provision and delivery of electricity, gas, telephone, cable television, or water.

4.2.6 Public Services

The Limited Development Alternative would result in less demand for public services compared to the Preferred Alternative. However, the Preferred Alternative would not result in any significant impacts to public services. Therefore, this alternative does not mitigate or eliminate any significant impacts to the provision of public services in Stanton.

4.2.7 Noise

This alternative would generate fewer vehicle trips than the Preferred Alternative and therefore would reduce the potential for increased noise in the City.

4.2.8 Air Quality

This alternative would result in the generation of fewer vehicle trips and therefore would reduce the potential for air quality impacts.

4.2.9 Seismic

The Limited Development Alternative provides for less development than the Preferred Alternative. Accordingly, the population at risk is less than the Preferred Alternative. However, because the potential for seismic activity is no greater for Stanton than in the rest of the Southern California region, implementation of this alternative does not eliminate or mitigate any significant impact.

4.3 ALTERNATIVE TWO - MAXIMUM DEVELOPMENT PROGRAM

4.3.1 Land Use

This alternative assumes the land use plan of the Preferred Alternative, but the FAR for industrial and commercial uses are significantly greater. Residential densities are also maximized in the City. This alternative would result in a highly urbanized environment, similar to the downtown areas of major cities. Implementation of this alternative would require a General Plan Amendment and changes to the Zoning Code.

4.3.2 Aesthetics

Redevelopment and revitalization opportunities are maximized under this alternative. In addition, non-conforming uses would be eliminated in the City. The FAR of the industrial and commercial land use designations would permit development of high-rise structures. The aesthetic quality under this alternative would be of a highly urbanized environment compared to the less intense, suburban environment of the Preferred Alternative.

4.3.3 Population/Housing/Employment

This alternative would increase the number of dwelling units in the City compared to the Preferred Alternative, and thereby the residential population. Employment opportunities would also be increased over the Preferred Alternative, due to the high FAR of the Maximum Development Alternative.

4.3.4 Transportation and Circulation

Implementation of this alternative would result in the generation of 419,593 ADT at build-out, an increase of 131,679 compared to the Preferred Alternative. This increase would exacerbate the traffic and circulation impacts posed by the Preferred Alternative.

4.3.5 Public Utilities

The categories of land use with the greatest potential for impacting the public utilities are industrial and commercial uses. Implementation of the Maximum Development Alternative would result in intense industrial and commercial development in the City. Impacts to public utilities would be greater under this alternative compared to the Preferred Alternative.

4.3.6 Public Services

The demand for public services is a primarily a function of residential population. However certain public services, police and fire protection are also impacted with development of industrial and commercial uses. Intensification of residential, industrial and commercial uses would result in greater demands on every category of public services.

4.3.7 Noise

The increased development experienced under this alternative would increase the potential for significant adverse noise impacts.

4.3.8 Air Quality

The significant increase in ADT generated by the Maximum Development Alternative compared to the Preferred Alternative, would significantly impact local and regional air quality.

4.3.9 Seismic

The Maximum Development Alternative provides for maximum development intensities in the City of Stanton. Accordingly, the population at risk to geologic hazards is greater than the Preferred Alternative. Implementation of this alternative does not mitigate or eliminate any significant impacts in relation to geologic hazards.

REQUIRED CEQA SECTIONS

Chapter Five

REQUIRED CEQA SECTIONS

5.1 CUMULATIVE IMPACTS

CEQA (Guidelines, § 15130, [a]) requires that cumulative impacts be discussed when they are significant; or when they are not deemed significant, the document should explain the basis for that conclusion. "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." (Guidelines, § 15355, [a]) Thus, a legally adequate "cumulative impacts analysis" is an analysis of a particular project viewed over time and in conjunction with other related past, present, and reasonably foreseeable probable future projects whose impacts might compound or interrelate with those of the project at hand. Adopting the Preferred Alternative of the City of Stanton General Plan constitutes such a project.

The City of Stanton encompasses approximately 3 square miles and is fully developed with the exception of a very limited and scattered amount of vacant land. Within the context of its location within Orange County and in Southern California generally, the City is part of a highly urbanized environment. Stanton is surrounded by other cities and unincorporated areas of the County of Orange which have been growing at a steady pace with high density residential, commercial and industrial development occurring in the older areas. The potential for significant cumulative impacts in this type of environment is best addressed by considering the impacts development to buildout of the Preferred Alternative would have upon pertinent regional plans.

Regional planning takes into consideration the cumulative development of the region viewed over time and in conjunction with other past, present, and reasonably foreseeable probable future projects related to the City of Stanton General Plan. The regional plans which are considered include: the Growth Management Plan and Regional Mobility Plan (approved in February 1989) and the Air Quality Management (approved in March 1989). Other pertinent regional plans include the Southern California Association of Governments Regional Housing Needs Assessment, the Orange County Solid Waste Management Plan, the Orange County Congestion Management Program, and the County of Orange Airport Land Use Commission's Airport Environs Land Use Plan. The cumulative impacts of the project upon the existing capacity and improvements planned for public services and utilities also needs to be addressed.

5.1.1 Land Use

The Preferred Alternative would alter land use in the City through an increase in development of both residential and non-residential uses, based on increased intensity of development. There is potential for the addition of 1,347 new dwelling units. There would also be potential to increase industrial uses by 17 percent, general office uses by 103 percent, combined retail (regional and community commercial) by 170 percent. Changes in public/institutional are mainly accounted for by development of the Civic Center Area.

From a cumulative perspective, any regional models (such as population projections, growth management plans, transportation models) which incorporate acreage or building square footage from land use as factors may be impacted by changes in the land use planned for the City under the Preferred Alternative. Where the Preferred Alternative would be out of compliance with any regional plan has been identified in the Environmental Analysis sections of this EIR, and appropriate mitigation measures have been identified.

Regional planning models are updated periodically, and adjusted for significant differences between modeling assumptions and observations. Depending on what the source of data for regional models has been, the modeling assumptions for Stanton may no longer be valid, and update to any or all of these regional models may be required. This would not be a significant impact because it is assumed that regional modeling assumptions are analyzed periodically, and that any adjustments to modelling assumptions may be made at the next scheduled update.

Due to the City's proximity to the Los Alamitos Armed Forces Reserve Center, the Preferred Alternative would require a determination by the County of Orange Airport Land Use Commission (ALUC) for consistency with the Airport Environs Land Use Plan. The ALUC responded to the Notice of Preparation by requesting an opportunity to review the Stanton Consolidated General Plan and EIR between action by the Planning Commission and City Council. Upon review, the ALUC will make a determination of consistency with the Airport Environs Land Use Plan in accordance with Section 21661.5 of the California Public Utilities Code.

5.1.2 Aesthetics

The cumulative environmental impacts on aesthetics are difficult to determine because aesthetic impacts are highly subjective by nature. Surrounding communities may have adopted specific design standards as part of their General Plans and it is assumed that Stanton would not necessarily be consistent with those design standards. However, the Preferred Alternative identifies goals, strategies, and actions to improve the City's image and the overall appearance of the community. These include development of a design review ordinance, increased design review for new development, the design of attractive City statements at major entry points into the City, streetscape improvements for the major commercial thoroughfare, and other improvements based on the revitalization program. Adoption of the Preferred Alternative would have potential to improve the City's visual image, and it is assumed that this would be a positive cumulative impact.

5.1.3 Population/Housing/Employment

The development to buildout under the Preferred Alternative would add an estimated 3,560 new residents to the City from the addition of 1,347 new dwelling units. If the City were to annex all of the Sphere of Influence areas, another 156 dwelling units with potential to add an additional 497 residents. The Preferred Alternative also would add 6,961 employment opportunities.

The cumulative impacts on population, housing, and employment depend on the way in which the Preferred Alternative fits into the assumptions of the SCAG Growth Management Plan (especially with regards to jobs/housing balance considerations) and the Regional Housing Needs Assessment. Development at buildout is in compliance with the jobs/housing balance goals of the regional Growth Management Plan. Implementation of the Preferred Alternative is expected to yield approximately 154 dwelling units to the jobs-rich Northwest Orange subregion beyond what would be required for compliance with the plan. The addition of 1,347 dwelling units as potential residential development with the Preferred Alternative also would improve the City's Regional Housing Needs Assessment attainment.

5.1.4 Fiscal

Implementation of the Preferred Alternative would improve the City's fiscal standing. Through proper planning, the willingness of the City, and the overall business community, the City of Stanton has the potential to capture a greater share of its retail and economic base potential and share in the strong economic growth occurring in Orange County. The changes in land use policy would maximize the City's commercial and industrial land use base. This is considered a beneficial impact, which would enhance the City's economic standing in the County.

5.1.5 Transportation and Circulation

The Preferred Alternative traffic analysis considers the impacts of traffic travelling through as well as within the City. Future cumulative travel patterns within and through the City of Stanton will be directly influenced by changes to the surrounding regional transportation system. The most significant changes will occur as a result of the Orange County Transportation Authority (OCTA) Superstreet program which proposes to provide additional capacity and improve peak period travel and traffic flow along Beach boulevard and Katella Avenue.

Under this program, Beach Boulevard has been approved as the first project for improvements which are tentatively scheduled for completion by the year 2005. The entirety of Beach Boulevard will be improved to eight lanes from its current six, and additional north and southern left-turn lanes will be provided at intersections. Traffic signals along Beach Boulevard will be coordinated.

Based on the Traffic Study conducted for the General Plan, all intersections with the exception of Beach Boulevard/Katella Avenue would operate at acceptable LOS levels. The intersection of Beach Boulevard/Katella Avenue will function at a LOS F which is not acceptable. However, the ICU will decrease from 1.06/1.29 to .89/1.05 am./pm, therefore improving the intersection capacity.

5.1.6 Public Utilities

Local public utilities providers of electricity, natural gas, communication systems, and water resources were contacted for information regarding the update of the General Plan. These agencies provided information about planned systems improvements, concerns about environmental impacts, and appropriate recommendations regarding mitigation measures. Agencies responsible for the wastewater/sewer system and solid waste disposal were also solicited for suggestions to incorporate into the General Plan. Each of these public utilities agencies has developed plans for the systems for which it is responsible, in accordance with its assumptions regarding cumulative development in the Stanton area. The Preferred Alternative incorporates as many of these suggestions as possible into the plan, thereby eliminating adverse cumulative impacts.

5.1.7 Public Services

Prior to development of the goals, strategies, and actions and land use plan for the Preferred Alternative the fire and police protection agencies, school districts, library system and parks and recreation department which had potential to be impacted by the General Plan update were contacted for information regarding current conditions, concerns, and recommendations for mitigation measures. Each agency provided information regarding its plans for cumulative development. The potential for impacts on these public service systems have been addressed in detail in the EIR sections for public services within the context of cumulative development.

5.1.8 Flood Control

Although the Preferred Alternative would increase development of both residential and non-residential uses, based on increased intensity of development, there is only limited potential to increase runoff due to overtopping bare ground with impervious materials. However, the existing storm drain system does not adequately convey the existing runoff. The Preferred Alternative provides a means of improving the existing drainage system through implementation of the five-year capital improvement program. The Preferred Alternative requires that the City conduct a 10-year design hydrology analysis for the existing watersheds and Master Drainage Plan. It is assumed that implementation of the Preferred Alternative would have no cumulative impacts on the drainage system which would not be mitigated to a level of insignificance.

5.1.9 Household Hazardous Waste

The City of Stanton is required to develop and implement a safe and effective household hazardous waste management plan in accordance with the requirements of the California Integrated Waste Management Act of 1989 (AB939) and Chapter 12 of the Orange County Solid Waste Management Plan (OCSWMP). The City plans to implement a safe and effective household hazardous waste management plan. The City plans to implement this goal through the Orange County Hazardous Materials Program, and it is assumed that this would take into consideration the appropriate cumulative impacts.

5.1.10 Seismic

The Preferred Alternative utilizes a variety of technical and planning documents to identify regional seismicity and hazards. The technical documents utilized include: the County of Orange Safety Element; the Draft Supplement to the Safety Element, General Plan, City of Stanton (1987); the California Division of Mines and Geology (DMG) Planning Scenario for a Major Earthquake on the Newport-Inglewood Fault Zone, and the Urban Geology Master Plan for California.

The Preferred Alternative would not substantially alter the exposure of people or property to geological hazards, compared to other parts of Southern California, because the entire region is seismically active. The Preferred Alternative provides an opportunity for the City to develop a City Emergency Preparedness Program and to enhance the enforcement of the building code requirements. The cumulative impact of the implementation of these actions would be to reduce the City's dependence upon the County of Orange in disaster preparedness and to improve the City's seismic safety for buildings through enforcement of the Uniform Building Code requirements.

5.1.11 Public Health and Safety (Risk of Upset)

The development at buildout of the Preferred Alternative has potential to increase the "population at risk" for both natural and man-made hazards by an estimated 3,560 persons, based on projected increase in resident population. This does not represent a significant cumulative impact because it is assumed that much of the growth in population would occur due to in-migration of persons from other areas within Southern California which have comparable exposure to natural hazard risk (especially geologic hazards), since this is a seismically active region. The Preferred Alternative includes goals, strategies, and actions to reduce these environmental impacts as much as possible. The Preferred Alternative includes development of an Emergency Plan and Emergency Preparedness Program as well as proactive enforcement of the Uniform Building Code.

The City's plan to implement a safe and effective household hazardous waste management plan in accordance with the Orange County Hazardous Materials Program, assumes a limited volume of hazardous waste per visit to reduce the risk-of-upset. It is assumed that this also takes into consideration the appropriate cumulative impacts. The Preferred Alternative includes development of an adequate Emergency Plan, to mitigate disaster events, including risk of upset hazards caused by rupture of gas and petroleum lines. With respect to risk of upset emergencies, the training and exercise for disaster response needs to be based on the pipeline emergency plan prepared by the pipeline operators in conjunction with the Fire Department. It is assumed that the pipeline emergency plan would require consideration of both the cumulative "population at risk" and cumulative impacts.

There are ample health care facilities in the Stanton vicinity, which are available to Stanton residents. The four major hospitals located within or near the City identified no concerns about their continued ability to provide health care services to Stanton residents.

5.1.12 Noise

Cumulative impacts are upon OCTAM forecasts which consider cumulative regional traffic. Therefore no specific increase or decrease can be called out specific to Stanton. All of the future impact analyses considers cumulative noise impacts.

Increased levels of traffic on arterials and surface sheets will result in increased levels of noise. However, the cumulative impacts of the project has been analyzed as part of the General Plan. Noise Element Update and implementation of the plan will reduce the level of impact.

5.1.13 Air Quality

Similar to cumulative noise, cumulative air quality impacts are based upon OCTAM forecasts. With the projected increase in cumulative regional traffic as well as local traffic, there will be increases in cumulative air quality. Although the General Plan Update's consistent with the Air Quality Management Plan, there will be a slight increase in air pollutant emissions.

5.2 THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Economic and social pressures for growth in Orange County are such that complete protection of the environment at the expense of community growth and well-being is not practical. Therefore, a balance must be sought that accommodates the needs of the growing population of the Southern California region, while maintaining the integrity of the environment to the degree that is practically feasible. It is the degree to which this balance is achieved in a given project that establishes the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity. The land uses proposed for the City would integrate measures to prevent conditions that lead to urban and economic blight and promote a well-planned environment while attempting to minimize the long-term environmental consequences.

As land is urbanized and/or converted, there are several unavoidable adverse environmental impacts, some of which have long-term effects. The short-term impacts are mainly the addition of short-term construction jobs, and traffic, noise, and air pollution created by construction activity. All of these impacts are temporary. The most significant of the long-term effects include increased air pollution, increased noise and traffic, and the increased consumption of energy. Because most of the City is presently developed, these impacts have already occurred.

Proceeding with the implementation of the General Plan Update at this time would serve to begin correcting some of the existing adverse land uses and prevent conditions that can lead to further deterioration of the physical environment. At the same time the Preferred Alternative would lead to opportunities to improve existing physical infrastructure and public services deficiencies and increase the economic viability of the area.

5.3 ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH OCCUR IF THE PROPOSED PROJECT IS IMPLEMENTED

The implementation of the General Plan would result in construction activities that would entail the commitment of non-renewable and/or slowly renewable energy resources, human resources, and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water.

As the community grows and develops, both residential and non-residential development would require a further commitment of energy resources in the form of natural gas and electricity generated by coal, hydroelectrical power or nuclear energy. Increased traffic would also require increased consumption of petroleum projects. An increased commitment of social services and public maintenance services, i.e., waste disposal and treatment, etc., would also be required. The energy, social services, and physical infrastructure maintenance commitments would be long-term obligations since it is nearly impossible to return the land to its original condition once it has been developed.

Since Stanton is currently in a developed state, the commitment of undeveloped land that would be built-up as a result of the General Plan Update would be very small. Similarly, the General Plan would not affect the allocation of open space since the City is already developed. However, the proposed plan would result in a long-term intensification of development and some alternation to the current visual environment of Stanton.

5.4 GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

The General Plan is intended to foster a certain amount of growth; historically, the City has not captured its share. Induced growth beyond this amount isn't likely. The development to buildout under the Preferred Alternative would add an estimated 3,560 new residents to the City from the addition of 1,347 new dwelling units. If the City were to annex all of the Sphere of Influence areas, another 156 dwelling units with potential to add an additional 497 residents. The Preferred Alternative also would add 6,961 employment opportunities through the addition of an estimated 760,402 square feet of retail uses; 1,537,700 square feet of office uses; and 601,108 square feet of industrial uses.

Development at buildout with the Preferred Alternative would improve the City's revenues significantly by maximizing the non-residential development potential. At the same time the Preferred Alternative balances the need for employment opportunities and increased residential potential. The increase in intensity of commercial and industrial land uses would stimulate growth within the City in a positive and balanced manner, and is designed to capture this potential for economic growth within the City, as opposed to increasing growth in surrounding communities. The City of Stanton has suffered over the years economically, from a declining revenue base and increasing public service cost.

The Preferred Alternative includes goals, strategies, and actions specifically designed to improve the economic standing of Stanton within the County. At present, much of the non-residential land use is developed inefficiently and results in an imbalance between fiscal resources generated through tax revenues and the capacity of the City to provide adequate physical infrastructure and public services.

5.5 ADVERSE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

Section 15126(b) of the CEQA Guidelines specifies that the environmental impact report must include a description of any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Several impacts were found to be potentially significant but after implementation of mitigation measures they are reduced to a level of insignificance.

5.6 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

5.6.1 Biological Resources

Animal Life

The City of Stanton is a highly urbanized environment. Extensive development reduces or eliminates habitats conducive to wildlife. Extensive paving within urban environments prevents burrowing opportunities for small mammals, and the lack of any substantial vegetative covering and foraging opportunities limits the numbers and diversity of animal species. Wildlife often cannot utilize non-native plant species utilized in landscaping, as food. This, however, can be remedied by the use of native plant species in landscaping as described in the current conditions for plant life. Many species of wildlife cannot adapt to living close to the human population.

Wildlife species present in the City would be typical of any disturbed, highly urbanized setting, and are not considered rare, endangered or threatened.

Plant Life

Typical of such built-out, highly urbanized environments, native vegetation was removed during previous development of the City.

Typically, both the residential and non-residential land uses have landscaping which utilizes non-native plant species. Recently, there has been a movement to include plant species native to Southern California in landscaping. Xeriscaping involves utilizing xeriscapic plants, both native and non-native species, such as cacti. These are typically selected for their value as drought-resistant, water conserving landscaping materials. In addition, native species may be selected for their visual compatibility with particular architectural styles. Utilization of native plants which provide habitat and forage for wildlife will enrich the urban setting by encouraging greater diversity of bird and animal life within the City.

Typical plant life in an urban environment consists of: ornamental trees, shrubs, grasses, ground-cover, flowers and other low-lying ornamentals. Vacant lands within the City are typically covered with various grasses and low-lying shrubs that are weeds, unless recently cleared for development purposes.

There are no known listed rare or endangered plant species in the City.

5.6.2 Cultural Resources

According to the Draft Conservation Element of 1987, the City has no known significant cultural resources. CEQA defines cultural resources as those paleontological, archeological or historical artifacts or places which are unique to a region, community, ethnic or social group or which have recognized scientific importance in prehistory. There are also no known paleontological resources in the City. It should be noted, however, that construction projects could uncover previously undetected fossil beds; a resource recovery plan should be part of any new project which involves excavation.

To further document the status of archeological and historical resources, particularly any which may have been identified after 1987, a letter of inquiry was sent to the State Historic Preservation Officer. Since response from that Agency has been received, it is assumed that there are no known historical or archeological sites eligible for or registered in the National Registry of Historic Places, located within the City of Stanton. It is further assumed that there are no current investigations of NRHP eligibility for any prospective historic or archeological site, located in the City.

Previously undetected historical or archeological resources may be recovered during excavations as a result of demolition, grading, or new building, including streets projects. A plan for resource recovery for the City, in the event of unexpected discovery of cultural resources during excavation or construction may help the City to adequately preserve hidden resources and would reduce unexpected delays caused by a lack of pre-planned action for such situations.

The above are environmental issues not dealt with in detail in the rest of the EIR. There are many other categories which were found to have no significant adverse impacts after detailed review. These are:

- Aesthetics
- Population/Housing/Employment
- Fiscal
- Electricity
- Natural Gas
- Communication Systems (Phone and TV)
- Water Resources
- Wastewater/Sewer
- Solid Waste Services
- Education
- Parks and Recreation
- Hazardous Waste
- Building Department Services
- Health Care Services

5.7 MITIGATION MONITORING

Assembly Bill 3180⁹⁶ requires public agencies to adopt mitigation monitoring or reporting programs for all projects for which an environmental impact report or "mitigated" negative declaration has been prepared. This new law is intended to ensure the implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

The following is the full text of the legislation:

Section 1. Section 21081.6 is added to the Public Resources Code, to read: 21081.6. When making findings required by subdivision (a) of Section 21081 or when adopting a negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21081, the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting of monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of an agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.

Section 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because of the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act.

⁹⁶

Codified as Public Resources Code 21081.6.

This legislation does not convey any new powers to public agencies. The conditions and changes imposed on projects through CEQA have always been enforced through the previously existing police powers of the agency. This is the same with the implementation of AB 3180.

No regulations or guidelines concerning the implementation of AB 3180 have been issued by the state and numerous interpretations of its requirements are possible. The program defined in this document is intended to satisfy the spirit of the new law, and is based on significant research of ongoing monitoring programs throughout the state.

List of Mitigation Measures

The following is a list of mitigation measures adopted as part of the Environmental Impact Report.

Transportation and Community Services

1. Implement the intersection improvements identified in Table 41.
2. Minimize the number of access locations along Beach Boulevard.

Electricity

3. An applicant for a specific project shall contact SCE to consider joint trenching in coordination with other utilities planned, such as telephone and cable TV services.

Natural Gas

4. The City shall require that applicants for new development projects contact The Southern California Gas Company, Technical Supervisor, Orange County Division, P.O. Box 3334, Anaheim, at phone number (714) 634-3180 to determine whether the specific project would qualify for any of SCGC's energy programs, and to request assistance in selecting the most energy efficient appliances or systems for that specific project.
5. The City shall consider requiring that new development project applicants contact SCGC to consider joint trenching in coordination with other utilities planned, such as electricity, and cable TV services.

Telephone Service

6. The City shall require that new development project applicants contact both GTE and PACBELL to determine if any specific project would have an impact on any of their respective facilities or rights-of-way; and if so, to provide recommendations to reduce those impacts to a level of insignificance.

**TABLE 41
SUMMARY OF BEACH BOULEVARD SUPERSTREET MITIGATION MEASURES**

Intersection with Beach Boulevard	Time Frame	Improvement
Lampson Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 NB and SB through Bus turnouts
Chapman Avenue	1 month - 5 years 15 - 20 years	Signal coordination Intersection striping to add 1 NB and WB through Intersection widening to add 1 NB and SB through Intersection widening to add 1 NB, SB, WB and EB left; add 1 EB right (additional ROW required)
Orangewood Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 NB and SB through Bus turnouts
Katella Avenue	1 month - 5 years 6 - 15 years 15 - 20 years	Signal coordination Bus turnouts Intersection striping to add 1 NB and SB through Intersection widening to add 1 NB and SB through Intersection widening to add 1 EB left Intersection widening to add 1 EB and WB right, 1 WB left (additional ROW required) and one NB and SB left
Cerritos Avenue	1 month - 5 years 15 - 20 years	Signal coordination Intersection striping to add 1 NB and SB through Bus turnouts Intersection widening to add 1 EB left (additional ROW required) Signal modification
Notes: 1) Source "Superstreets Demonstration Project: Beach Boulevard Corridor," Parsons, Brinckerhoff, Quade and Douglas, Inc., March 1986. 2) NB - Northbound SB - Southbound EB - Eastbound WB - Westbound ROW - Right-of-Way		

7. The City shall consider requiring that new development project applicants contact the telephone company it chooses to contract with to consider joint trenching in coordination with other utilities planned, such as electricity, natural gas, and cable TV services.

Cable

8. The City shall consider requiring all applicants for new development projects contact Paragon Table TV Company to determine whether the proposed project has the potential to impact its existing facilities.

9. The City shall consider requiring all applicants for new development to contact the cable TV company (if any) to consider joint trenching in coordination with other utilities planned, such as electricity and natural gas services.

Water Service

10. Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings as follows:

"After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."
11. Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.
12. Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.
13. Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.
14. Title 24, California Administration Code Sections 2-5352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam condensate return piping and recirculation hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.
15. Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.
16. Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

17. Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
18. Drinking fountain: Drinking fountains be equipped with self-closing valves.
19. Hotel rooms: Conservation reminders be posted in rooms and restrooms.⁴ Thermostatically controlled mixing valve be installed for bath/shower.
20. Laundry facilities: Water-conserving models of washers be used.
21. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.⁵
22. Ultra-low-flush toilets:
1-1/2 gallon per flush toilets be installed in all new construction.
23. Landscape with low water-using plants wherever feasible.
24. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
25. Group plants of similar water use to reduce overirrigation of low-water-using plants.
26. Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.
27. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
28. Preserve and protect existing trees and shrubs. Established plans are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.
29. Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
30. Grade slopes so that runoff surface water is minimized.
31. Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.

Flood Control

32. A disaster preparedness plan to address non-localized flood hazards, specifically the flooding hazard presented by dam failure of the Prado Dam and Reservoir shall be included in the Stanton Emergency Plan (Section III-D, Community Health and Safety, Disaster Planning).
33. The City shall participate in any existing or future County, regional, State, or Federal early warning flood hazard program designed to reduce flood hazards from dam failure of the Prado Dam and Reservoir. The City shall initiate contact with the U.S. Army Corps of Engineers, the Orange County Flood Control District, and the Orange County Emergency Management Agency in consideration of this concern, and shall request information and recommendations to be incorporated into the Stanton Emergency Plan.
34. In order to reduce the potential adverse impacts the Public Works Department shall review site plans, soil, hydrologic and hydraulic engineering reports together to determine whether new development projects shall be required to implement the following mitigation measures:
35. Use pervious paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.
36. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.
37. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new development. This aids ground water recharge.
38. To aid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

Fire Protection

39. The Building Department code shall be updated to include fire safety hazard mitigations, as defined by the Orange County Fire Department.
40. The Emergency Plan to be developed for the City shall plan for appropriate response to urban fire hazards during Santa Ana wind conditions.
41. The Emergency Plan shall identify the role which the Fire Department is expected to play during a disaster event. The required service function shall be included in the City's contract with the Orange County Fire Department.
42. The Emergency Plan shall incorporate OCFD recommendations with regards to evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures.

43. If implementation of any of the above listed Mitigation Measures requires additional fees to be paid to the OCFD, the City shall determine a method for adequate funding of such mitigation.

Police Protection

44. The City shall review methods to provide adequate funding of police protection services to promote the County's level of service response time to calls for robbery, rape, aggravated assault, and burglary.
45. The Emergency Plan shall identify the role which the Sheriff's Department is expected to play during a disaster event. The required service function shall be included in the City's contract with the Orange County Sheriff's Department.
46. The City shall review methods to provide adequate funding to implement the Sheriff's Department services required in disaster planning and response, as identified in Mitigation Measure #2.

Education

47. Development of new residential units greater than 500 square feet which are not in the category of housing for senior citizens shall be charged a School Facility Fee of \$1.58 per square foot of development.
48. Development of new industrial or commercial uses shall be charged a School Facility Fee of \$0.26 per square foot.
49. The City shall, as part of its planned dialogue and planning efforts with the four School Districts, consider adopting a matrix of student generation factors for new development, based on the relationship between students and land uses in the City. If sufficient data is available, a method of estimating interdistrict transfers shall be considered as well. Every effort shall be made to consider the concerns of each of the involved School Districts in developing such standards.

Hazardous Waste

50. The City shall update its Solid Waste Transfer (SWT) zoning ordinance (Section 209.39.030) to allow the transfer of hazardous or toxic wastes at the transfer station.
51. Prior to demolition each building shall be inspected for asbestos by a licensed asbestos abatement contractor.
52. If asbestos is found to be present, EPA, Cal OSHA, and SCAQMD shall be notified as required by law and all required permits for removal obtained.
53. The asbestos removal shall be done by a licensed asbestos abatement contractor.

43. If implementation of any of the above listed Mitigation Measures requires additional fees to be paid to the OCFD, the City shall determine a method for adequate funding of such mitigation.

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51. Prior to demolition each building shall be inspected for asbestos by a licensed asbestos abatement contractor.
52. If asbestos is found to be present, EPA, Cal OSHA, and SCAQMD shall be notified as required by law and all required permits for removal obtained.
53. The asbestos removal shall be done by a licensed asbestos abatement contractor.

54. Removed asbestos contaminated material shall be disposed of in accordance with regulations and the permit requirements.
55. The City shall contact the Hazardous Materials Management Section (HMMS) of the County of Orange Health Care Agency to determine whether the City is be required to take any actions with respect to the listed hazardous materials sites. Any requirements of the HMMS shall be implemented.

Disaster/Emergency Planning

56. The City shall develop an Emergency Plan, which considers all identified natural and man-made hazards (see Section 3.4.5, Seismic Management; Section 3.3.10; Fire Protection; Section 3.3.8, Flood Control; and Section 3.4.3, Risk of Upset for details) and provides a means of implementing the Plan. In conjunction with the Emergency Plan, appropriate evacuation routes shall be identified.
57. The City shall consider means of encouraging citizen participation in development of the Emergency Plan and Emergency Preparedness Program.
58. The City shall develop a Citywide Geologic Hazards map, in consultation with a registered, licensed State of California geologist.
59. The City shall request the Division of Mines and Geology review both the Emergency Plan and the Geologic Hazards Map. Any additional requirements which the Division of Mines and Geology determines are needed, in development of the Community Health and Safety Element, the Emergency Plan, or the Geologic Hazards Map shall be implemented.
60. Consideration shall be made to develop an ordinance requiring the posting of earthquake and dam failure emergency response information in public assembly buildings, including: public service assembly halls, schools (if not posted), churches, hospitals, large commercial buildings or malls, hotels, motels, and tourist attractions, and theaters. The objective of such an ordinance would be to provide information, not unlike fire hazard information, to potential users of these buildings, on what a safe response to a disaster event would be, in accordance with the recommendations of the Stanton Emergency Plan.
61. Consideration shall be given to development of a Post-Disaster Reconstruction Plan, in accordance with SB 1920, Seismic Disaster Preparedness Act which authorizes local governments to prepare reconstruction plans facilitating recovery in the event of a disaster. The Seismic Safety Commission, along with San Bernardino County, is tasked to develop a model plan which may provide useful guidance.

The objective of such a plan would be to coordinate local government agents and define the role of local government in addressing post-disaster concerns, such as: providing water, food, and medical services to the public; providing temporary shelter for Stanton residents with unsafe dwellings; housing rehabilitation, administration of emergency disaster funds, non-residential rehabilitation, and other required emergency responses.

Risk of Upset

62. The City shall require that applicants for new development projects contact the Underground Service Alert at (800) 422-4133 to identify any pipelines or pipeline right-of-ways which are on or adjacent to the proposed site. If the proposed site is located on or adjacent to any pipeline or pipeline right-of-way, the applicant shall contact the appropriate pipeline operator to identify potential adverse impacts and make recommendations for mitigation of any such impacts.
63. The City shall contact the Orange County Fire Department for information regarding the pipeline emergency plan(s) and incorporate this information and recommendations in development of the Stanton Emergency Plan and Emergency Preparedness Program.
64. The City shall implement those requirements which the County requires as part of its contingency plan for the household hazardous waste collection program.
65. The City shall require that all hazardous waste personnel be trained according to OSHA requirements to properly handle hazardous waste and respond to a Level A emergency such as a minor spill or small fire.
66. Equipment (such as fire extinguishers, chemical adsorbents, personnel protection equipment) to handle such emergencies shall be maintained on-site at the CR&R household hazardous waste transfer site at all times.

Noise

67. Assign at least one Planning Department employee the responsibility of becoming knowledgeable about noise and noise control. Revise the job description of this employee to include responsibility for noise during project review.
68. Review City projects for their potential to create noise impacts and consider noise control requirements for all new motor vehicle or construction equipment purchases.
69. Provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers.
70. Develop a program to install landscaped berm/barrier combinations or other noise mitigation along major arterials in Stanton.

71. Adopt measures which alter, prohibit or mitigate noise generating uses, such as truck deliveries, parking, or use of loud equipment, which occur near residential neighborhoods and other sensitive receptors.
72. Develop truck routes away from residential neighborhoods and other sensitive receptor locations.
73. Ensure that the Circulation and Land Use Elements of the General Plan and the Zoning Code fully integrate the policies adopted in the Noise Element.
74. Include in the City Noise Ordinance the permissible hours of the day and days of the week that construction operations can occur.

Transportation Projects

75. Coordinate with the Orange County Transportation Authority (OCTA) and the County of Orange to implement noise mitigating measures associated with the Super Street Program.
76. Maintain liaison with transportation agencies such as Caltrans, OCTA and the SPTC railroad regarding the reduction of noise from future facilities or transportation improvements.
77. Analyze the design and location of transportation facilities or improvements and recommend noise mitigation measures in the response to the Notice of Preparation and/or the Draft Environmental Impact Report.
78. Require that transportation noise impacts associated with projects in the City be mitigated to a level of insignificance.
79. Maintain a baseline of noise associated with transportation projects and update this base with every General Plan Revision to establish city-wide ambient noise levels for planning purposes.

Development Projects

80. Develop a program for developer contributions to fund noise attenuating improvements adjacent to arterial roadways where noise impacts exist at sensitive receptor locations.
81. Prohibit development of noise sensitive uses adjacent to areas which contain or are planned for uses with the potential to generate sound above the relevant noise standards. Buffer residential, institutional, educational and recreational areas from transportation generated noise by locating these uses away from major arterials and locating less sensitive uses along transportation routes.
82. Require noise studies for development projects within the 60 CNEL contours provided in Figure 18.

83. Ensure that construction of buildings meets the sound insulation requirements provided in the Uniform Building Code.
84. Require projects to address noise impacts in terms of the City's noise standards provided in Table 29.
85. Encourage lot layouts in new developments that consider acoustical designs.
86. Require existing and proposed facilities to comply with the City's Noise Ordinance. Monitor noise levels adjacent to existing noise generating facilities and monitor project noise mitigation to ensure compliance.

Seismic Management

87. The City shall submit a copy of the Draft Consolidated General Plan and EIR to the Division of Mines and Geology and the Office of Emergency Services prior to adopting or amending the Safety Element, for review 45 days prior to local action on the document. The City shall consider the Division's advice prior to approving or denying the project. In addition, the City shall send a copy of its adopted or revised element to the DMG, which may make or offer additional advice. If the DMG or Office of Emergency Services makes or offers additional advice, the City shall consider implementation of these agency suggestions.
88. Prior to issuance of construction permits, site-specific potential exposure to geological hazards including ground shaking, liquefaction, and subsidence shall be determined. This determination shall be made by a licensed, registered geologist or engineering geologist and shall include recommendations for construction methods to mitigate any identified liquefaction or other geologic hazard to a level of insignificance. New construction shall be prohibited where structural solutions to identified hazards cannot be mitigated to a level of insignificance.
89. All design and construction methods recommended for mitigation of site-specific geologic hazards and approved by the City shall be required. This shall include, but not be limited to, conformance with the requirements of the Uniform Building Code for seismic areas, in accordance with current City standards.
90. The Stanton Emergency Plan shall be developed (Section 3.4.2 Community Health and Safety) taking into consideration all hazards identified in this section of the EIR.
91. The City shall consider developing a Hazards Overlay Map, with the assistance of a registered State of California geologist, to determine on a site-specific basis which types of geological and man-made hazards need to be assessed by the City's Engineering Division.

Air Quality

Short-Term Mitigation Strategies

92. Steps should be taken to minimize fugitive dust during grading and construction activities. Rule 403, Fugitive Dust from the SCAQMD Rules and Regulations must be followed to reduce visible dust in the air and on surface roadways for all development projects and roadways improvements.
93. Develop a watering program to wet down open graded surfaces to form a wind-resistant temporary crust. The program should include control of wind-blown dust on site access roadways.
94. Water the site and spray construction equipment in the morning and the evening.
95. Use soil binders to stabilize loose soil.
96. Plant ground covers and pave roadways as early as possible in the construction process.
97. Any earth being transported should be covered and the wheels and lower portions of transport trucks will be sprayed with water before they leave the construction area.

In addition to fugitive dust control, any effort to mitigate mobile source emissions during the construction period should be implemented. The following areas should be considered.

98. Construction equipment should be selected considering emission factors and energy efficiency.
99. Construction equipment should be properly tuned and maintained.
100. Construction activities should minimize obstruction of through traffic lanes adjacent to the site and a flagperson should be retained to maintain safety adjacent to existing roadways.
101. Diesel-powered equipment should be utilized in lieu of gasoline-powered engines.
102. Any construction equipment using diesel drive internal combustion engines will use a diesel fuel with a maximum of 0.05 percent sulfur and a four degree retard.
103. Ridesharing for the construction crew should be supported and encouraged.

Long-Term Mitigation Strategies

Mitigation strategies should focus on reducing vehicle trips and vehicle trip lengths associated with all development projects in the City of Stanton. Individual projects may be required to establish a Transportation Management Plan per Regulation 15 of the SCAQMD Rules and Regulations. Other efforts should focus on minimizing indirect-source emissions. The following strategies should be utilized on development projects wherever feasible.

104. Utilize a mix of land uses in commercial, office and industrial centers to provide amenities for employment areas. Special consideration should be given to restaurant and child care facilities to reduce off-site vehicle trips. The possibility of incorporating service-oriented facilities, such as drycleaning, drugstore, shoe repair and beauty salon should be analyzed, as well as the incorporation of residential dwellings.
105. Provide pedestrian shelters along major bus routes to encourage bus ridership.
106. Establish a city-wide transportation plan including:
 - 1) commuter rideshare and transit incentives;
 - 2) employee alternative work schedules;
 - 3) provide transit shelters and bicycle amenities to encourage alternative transportation modes;
 - 4) schedule deliveries for off-peak traffic hours; and
 - 5) limit on-street parking.
107. Use of low emission building materials such as pre-primed and sanded wallboard, wood molding and trim products should be considered for construction materials.
108. Use of energy efficient street lighting and parking lot lighting (low pressure sodium vapor lights) should be considered for replacement and in new areas to reduce emissions at the power plant serving the City.
109. Install low-polluting and high-efficiency appliances in new residential, commercial and industrial facilities wherever possible.
110. Landscaping should include drought-resistant plant species to reduce water consumption and provide passive solar benefits.
111. Solid waste recycling should be encouraged and the feasibility of a city-wide program addressed.

Congestion Management

112. Continue to participate actively in the Congestion Management Program.

113. Engage with surrounding cities in inter-local agreements to mitigate impacts where development projects impact the Beach/Katella intersection.
114. Require design treatment of development projects along Beach Boulevard and Katella Avenue which reduce the number of driveways, offer deceleration turnouts, improve clarity of signage and otherwise improve traffic flow in this congested area.

Growth Management

115. Implement programs and actions of the Growth Management component of the General Plan on the schedule as prescribed in the countywide Growth Management Program.

Responsibilities and Authority

The Environmental Monitor (EM) will be responsible for the operation of the Monitoring Program within the City. The EM is responsible for managing the technical advisors and coordinating monitoring activities with City staff. In addition, the EM is responsible for directing the preparation and filing of Compliance Reports. The EM will also coordinate the various City reviews and maintaining project files.

Monitoring Team

The following briefly outlines the key positions in the program and their respective functions:

Environmental Monitor: Principal manager of monitoring program. Staff member assigned to receive and maintain files related to monitoring reports and coordinate City staff monitoring efforts.

Technical Advisors: Experts in various fields to assist EM in monitoring effort.

Monitoring Procedures

The Environmental Monitor (EM) manages the efforts of all members of the Monitoring team and coordinates these efforts with key City staff.

It is the intent of this program for the city to oversee the monitoring and be responsible for preparing a quarterly mitigation monitoring report. The designated EM for the City will report quarterly. The program is designed so that the Environmental Monitor and Technical Advisors complete the compliance reports and contact City inspectors and plan checkers as necessary.

The following matrix provides the basic framework to identify reporting responsibilities and scheduling. The Mitigation Monitoring and Reporting Checklist will be used as the principal reporting form for the monitoring program. Others may be developed as necessary.

City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
1	Transportation & Community Services				
2	Transportation & Community Services				
3	Electricity				
4	Natural Gas				
5	Natural Gas				
6	Telephone				
7	Telephone				
8	Cable				
9	Cable				
10	Water Service				

* Note: The Mitigation Measure Number corresponds to the number assigned to each mitigation measure in the "List of Mitigation Measures" Program.

City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
11	Water Service				
12	Water Service				
13	Water Service				
14	Water Service				
15	Water Service				
16	Water Service				
17	Water Service				
18	Water Service				
19	Water Service				
20	Water Service				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
21	Water Service				
22	Water Service				
23	Water Service				
24	Water Service				
25	Water Service				
26	Water Service				
27	Water Service				
28	Water Service				
29	Water Service				
30	Water Service				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
31	Water Service				
32	Flood Control				
33	Flood Control				
34	Flood Control				
35	Flood Control				
36	Flood Control				
37	Flood Control				
38	Flood Control				
39	Fire Protection				
40	Fire Protection				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
41	Fire Protection				
42	Fire Protection				
43	Fire Protection				
44	Police Protection				
45	Police Protection				
46	Police Protection				
47	Education				
48	Education				
49	Education				
50	Hazardous Waste				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
51	Hazardous Waste				
52	Hazardous Waste				
53	Hazardous Waste				
54	Hazardous Waste				
55	Hazardous Waste				
56	Disaster/Emergency Planning				
57	Disaster/Emergency Planning				
58	Disaster/Emergency Planning				
59	Disaster/Emergency Planning				
60	Disaster/Emergency Planning				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
61	Disaster/Emergency Planning				
62	Risk of Upset				
63	Risk of Upset				
64	Risk of Upset				
65	Risk of Upset				
66	Risk of Upset				
67	Noise				
68	Noise				
69	Noise				
70	Noise				

* Note: The Mitigation Measure Number corresponds to the number assigned to each mitigation measure in the "List of Mitigation Measures" Program.

City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
71	Noise				
72	Noise				
73	Noise				
74	Noise				
75	Noise				
76	Noise				
77	Noise				
78	Noise				
79	Noise				
80	Noise				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
81	Noise				
82	Noise				
83	Noise				
84	Noise				
85	Noise				
86	Noise				
87	Seismic Management				
88	Seismic Management				
89	Seismic Management				
90	Seismic Management				

* Note: The Mitigation Measure Number corresponds to the number assigned to each mitigation measure in the "List of Mitigation Measures" Program.

City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
91	Seismic Management				
92	Air Quality				
93	Air Quality				
94	Air Quality				
95	Air Quality				
96	Air Quality				
97	Air Quality				
98	Air Quality				
99	Air Quality				
100	Air Quality				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
101	Air Quality				
102	Air Quality				
103	Air Quality				
104	Air Quality				
105	Air Quality				
106	Air Quality				
107	Air Quality				
108	Air Quality				
109	Air Quality				
110	Air Quality				

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City of Stanton
MITIGATION MONITORING AND REPORTING CHECKLIST

Number*	Mitigation Measures Category	Implementation Schedule	Key City Department	Actions Taken/ Comments	Sign-off Date
111	Air Quality				
112	Congestion Management				
113	Congestion Management				
114	Congestion Management				
115	Congestion Management				

* Note: The Mitigation Measure Number corresponds to the number assigned to each mitigation measure in the "List of Mitigation Measures" Program.

SOURCES OF INFORMATION

Chapter Six

SOURCES OF INFORMATION

6.1 ORGANIZATIONS AND INDIVIDUALS CONTACTED

CITY OF STANTON

Planning Division

Stanton City Hall
10660 Western Ave.
Stanton, CA 90680
(714) 220-2220
(714) 826-8730

Terry Matz, City Manager
Mark D. Lloyd, Planning Manager
Mike Bouvier, Former Planning Manager

Community Development/Building Division

Community Development/Building
Division/Emergency Planning
City of Stanton
10660 Western Avenue
Stanton, California 90680

Bonnie Kirk, Community Development
Manager

Public Works Department

Stanton City Hall
10660 Western Avenue
Stanton, California 90680

Frederick Roos, Former Director of
Public Works/C.E.

Engineering Division, Public Works Department

Stanton City Hall
10660 Western Avenue
Stanton, California 90680

Fred Wickman, Director of Public
Works/Assistant City Engineer
David McBride, Engineering Assistant

Recreation Leisure Services

Recreation Leisure Services
10660 Western Avenue
Stanton, California 90680

Mary F. Gonye, Director of
Recreation and Leisure Services

ORANGE COUNTY***Airport Land Use Commission for Orange County***

12 Civic Center Plaza, Rm. 238
Santa Ana, California 92702-4048
(714) 834-5312

George Britton, Executive Officer
Lisa Cibellis

Environmental Management Agency

12 Civic Center Plaza
Santa Ana, California 92702-4048

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RESPONSE TO COMMENTS

Chapter Seven

RESPONSE TO COMMENTS

7.1 INTRODUCTION

Section 15088 of the California Environmental Quality Act (CEQA) Guidelines requires the Lead Agency (City of Stanton) to evaluate comments on environmental issues received from public agencies and the public who reviewed the Draft EIR and prepared written responses.

This document contains response to comments to the Stanton Consolidated General Plan/EIR (SCH Number 91011177) that were received by the City of Stanton during the 45-day public review period beginning September 24 and ending November 15, and will be incorporated into the Final General Plan Program EIR.

This Final EIR for the Stanton Consolidated General Plan EIR contains the following elements;

1. A list of all persons, organizations, and public agencies that provided comments on the Draft EIR to the City of Stanton.
2. Response to the comments received on the Draft EIR. The comments from each person or organization are stated and responded to following the original letter or memorandum as received by the City of Stanton. For ease of reference, each comment has been identified with a letter and number.
3. A complete list of all text and graphics changes that are required for the Final EIR.
4. Reprint of Executive Summary that includes revisions made for the Final EIR.

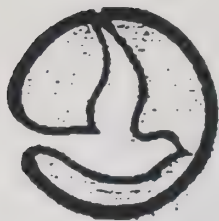
This document, taken together with the Draft EIR, constitutes the Final Environmental Impact Report for the project. Because the response to comments did not require significant changes to the information contained in the text of the Draft EIR, that document has not been reprinted, but is a companion document to this document.

7.2 COMMENTS ON THE DRAFT EIR

The following is a list of responsible agencies and local jurisdictions who commented on the Draft EIR during the 45-day public review period (September 24, 1991 to November 8, 1991).

- A. South Coast Air Quality Management District, November 7, 1991.
- B. County of Orange Environmental Management Agency, November 12, 1991.
- C. Department of Transportation, District 12, November 14, 1991.
- D. City of Anaheim, Planning Department, November 15, 1991.
- E. Southern California Gas Company, November 15, 1991.
- F. Southern California Association of Governments, November 14, 1991.
- G. Governor's Office of Planning and Research, November 8, 1991.

All comment letters have been labeled "A" through "G", with individual remarks identified on each letter. Responses are found on the next page immediately following the letter and are identified with the same sequence as the comments.



South Coast
AIR QUALITY MANAGEMENT DISTRICT

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November 7, 1991

Mr. Mark D. Lloyd
Planning Manager
City of Stanton
10660 Western Avenue
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Dear Mr. Lloyd:

**Subject: Draft Environmental Impact Report for the Draft General Plan, City of Stanton.
SCAQMD NO. ORC910927-01**

The South Coast Air Quality Management District (District) has reviewed the Draft Environmental Impact Report (Draft EIR) for the Draft General Plan of the City of Stanton. The District's review indicates that the proposed General Plan has the potential to generate significant air quality impacts which have not been fully addressed in the Draft EIR.

The District is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Basin (Basin), which includes the project area. As a responsible agency, the District reviews and analyzes environmental documents for projects that may generate significant adverse air quality impacts.

Implementation of the General Plan may result in the creation of significant air quality impacts due to the scope and long-term nature of its objectives, policies and programs. The District's comments are intended to advise the City of Stanton in addressing and mitigating the air quality impacts associated with the adoption of the General Plan. The attached staff review presents a detailed discussion of the District's analysis of the Draft EIR. A list of recommended mitigation measures is provided in Attachment 1.

The District appreciates the opportunity to comment on the City of Stanton Draft General Plan, and looks forward to receiving a response to our comments prior to the public hearing. If you have any questions regarding these comments, please contact Connie Day, Program Supervisor, at (714) 396-3055.

Sincerely,

Cindy S. Greenwald
Planning Manager
Office of Planning and Rules

CSG:CAD:TS:PF
Attachment

**SCAQMD ASSESSMENT
OF
OF THE CITY OF STANTON
DRAFT GENERAL PLAN
ENVIRONMENTAL IMPACT REPORT**

Project Description

The Draft General Plan Update of the City of Stanton proposes goals, objectives, policies and programs for the orderly development of the City. The following General Plan Elements are proposed for revision: Land Use, Housing, Circulation, Open Space, Conservation, Safety (including Air Quality), and Noise. The projected buildout resulting from the proposed General Plan policies and programs is approximately 851 acres of housing (10,379 residential units), 232 acres of commercial uses, 210 acres of industrial uses, and 70 acres of public or institutional uses (Draft EIR, page 33). The represents proposed increases in residential and commercial development of 8 and 36 acres respectively, a decrease of 59 acres in industrial development, and an increase of 11 acres in public and institutional uses (Draft EIR, page 91).

Air Quality Setting

SCAQMD maintains several air quality monitoring stations in the South Coast Air Basin (Basin). The Draft EIR accurately characterizes the air quality setting relative to the proposed project. According to air quality monitoring conducted at the Anaheim monitoring station in 1990, the federal and state air quality standards were exceeded for ozone on 11 and 34 days respectively; the federal and state carbon dioxide 8-hour standard was exceeded one day; and the levels of particulate matter less than 10 microns in diameter (PM10) exceeded the federal and state standards in 1.7 and 33.9 percent, respectively, of the samples monitored.

Construction-Related Air Quality Impacts

Implementation of the General Plan will result in significant construction-related air quality impacts. As development progresses under the General Plan individual projects will be required to undergo site specific CEQA analysis. The City can and should, however, provide for the imposition of certain mitigation measures within the terms of the General Plan itself. By incorporating the mitigation measures identified in Attachment 1 into the General Plan, the City can assure uniform implementation of mitigation measures for all projects subject to General Plan approval.

The Final EIR should address potential air quality impacts through General Plan goals and policies. These goals and policies should provide a commitment to standard types of mitigation to reduce construction-related air quality impacts. For example, watering construction sites in the morning and evening must be included as a standard development practice. Inclusion of air quality policies and programs in the General Plan with specific goals and action dates is recommended by staff as mitigation for the overall General Plan buildout scenario.

Vehicle Emissions and VMT

The Draft EIR estimates that approximately 20,000 vehicles per day will result from full buildout under the General Plan. The Draft EIR anticipates a slight reduction in vehicle miles traveled (VMT) due to the implementation of General Plan policies which will promote centralized business areas and mixed-used developments, in contrast to decentralized, strip-commercial and/or single-use development. Nevertheless, the overall traffic impacts of General Plan implementation will still be significant. Traffic impacts must therefore, be addressed and mitigated.

A2

Congestion Management

Several roadway improvements are provided as mitigation measures for reducing traffic emissions in the Draft EIR. The General Plan anticipates the level of service (LOS) on major streets to be at an acceptable level (D and above). A schedule for completing street improvements should be provided in the General Plan since any delay in improvements would aggravate the LOS at key intersections and congestion along major streets will increase.

A3

Additionally, General Plan programs are expected to provide a vehicle for the coordination of proposed transportation systems management and transportation demand management (TSM and TDM) plans. Such coordination would discourage the piece-meal implementation of transportation measures. The key element of the coordination strategy is the emphasis on VMT reduction.

Transportation System Management (TSM) Programs

The traffic impacts caused by the major arterials could be alleviated through improved transit plans, park-and-ride lots, shuttle services for commercial centers, and preferential parking for ridesharers. The Final EIR should analyze the implementation of TSM programs relative to the freeways that are within close proximity to the City. Congestion management requires the availability of minimum transit standards such as frequent and adequate transit services, transit schedules to meet the peak-hour travel demand of commuters, access to and from employment centers to transit terminals, and the coordination of transit operations within the city. The Final EIR should analyze the availability of minimum transit standards.

A4

Transportation Demand Management (TDM) Programs

The General Plan is proposing a variety of TDM measures that would mitigate traffic impacts. However, vehicular trips should be further reduced by the implementation of a Trip Reduction Ordinance by the City. The implementation of transportation specific plans, development agreements, and parking code requirements should also be pursued through such an ordinance. A trip reduction plan (TRP) would help mitigate traffic impacts. Additionally, the promotion of Transportation Management Associations (TMAs) should be analyzed in the Final EIR.

A5

The Final EIR should analyze other measures such as alternative work weeks, flexible working hours, satellite work stations, and telecommuting. The reduction of nonwork trips and mid-day traffic should also be considered, using site plans which would provide for the construction of retail stores, banks, eating places, and consumer outlets at centralized locations. The scheduling of truck traffic during nonpeak hours is another program that could reduce congestion.

Conclusion

SCAQMD recognizes that the City's General Plan can set standards to mitigate air quality impacts due to construction activity and development, and recommends that the proposed mitigation measures be included as standard conditions of approval, and applied to all future projects. A policy to implement construction schedules as dust suppression measures at major project sites should be included in the Final EIR. Specific mitigation measures should be included wherever feasible, as part of the policies and programs of the General Plan to reduce operational impacts. Trip reduction is the recommended strategy for reducing traffic and mobile source emissions. Additional mitigation measures recommended by the District in Attachment 1 could be the basis of such policies for inclusion in the General Plan.

A6

ATTACHMENT 1
RECOMMENDED MITIGATION MEASURES
FOR THE CITY OF STANTON
DRAFT GENERAL PLAN
ENVIRONMENTAL IMPACT REPORT

1. Minimize Construction Activity Emissions:

- o Water site and clean all equipment in the morning and evening.
- o Apply soil binders on site, unpaved roads, and parking areas, reestablish ground cover through seeding and watering.
- o Employ construction activity management techniques; reduce the number of pieces of equipment used simultaneously; schedule activity during off-peak-hours, if feasible; and require a phased-schedule for construction activities to even out emission peaks.
- o Remove silt by paving construction roads, sweeping streets, and washing trucks leaving the construction site daily.
- o Suspend grading operations during first and second stage smog alerts.
- o Maintain construction equipment engines by keeping them tuned.
- o Use low-sulfur fuel for equipment.
- o Use available power sources; avoid use of temporary power generation equipment.

2. Reduce Construction-Related Traffic Congestion:

- o Provide rideshare incentives, and transit incentives for construction personnel.
- o Configure construction parking to minimize traffic interferences.
- o Minimize obstruction of through traffic lanes.
- o Provide a flagperson to guide the traffic properly.
- o Schedule operations affecting traffic during off-peak-hours.

3. Limit Emissions from Vehicle Trips:

- o Promote Transportation Management Associations (TMAs).
- o Establish telecommuting programs, alternative work schedules, and satellite work centers.
- o Schedule goods movements for off-peak traffic hours.
- o Provide local shuttle and regional transit systems, transit shelters, bicycle lanes, storage areas and amenities, and ensure efficient parking management.
- o Provide dedicated turn lanes as appropriate.
- o Implement TDM programs.
- o Encourage a telecommuting program to reduce VMT.
- o Ensure streamlined traffic synchronization.
- o Encourage the use of clean fuels and vehicles using clean fuels.
- o Provide park-and-ride facilities.
- o Implement parking management at public facilities, schools and other places attracting traffic.
- o Provide preferential parking to high occupancy vehicles and shuttle services; and charge parking lot fees on low occupancy vehicles.

- o Provide temporary roadway controls at peak-hours, such as one-way-streets; and install directional traffic signs; and synchronized traffic signals to relieve congestion on surrounding streets; and manage street intersections to improve level of service.
- o Provide adequate ingress and egress at all entrances to public facility sites to minimize vehicle-idling at curbsides.
- o Ensure accessibility to transit system.

4. Maximize Energy Conservation

- o Implement energy conservation measures beyond state and local requirements.
- o Include energy costs in capital expenditure analyses.
- o Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.
- o Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors.
- o Introduce glazed windows, wall insulation, and efficient ventilation methods; install window-systems to reduce thermal gain and loss.
- o Introduce efficient heating and other appliances.
- o Incorporate appropriate passive solar design.
- o Ensure proper sealing of all buildings.
- o Install individually-controlled light switches and thermostats to permit energy savings.
- o Implement waste separation and recycling programs.

5. Limit Emissions from Architectural Coatings and Asphalt Usage:

- o Nonsolvent-based coatings should be used on buildings. Solvent-based coatings, if used, should minimize solvent emissions.
- o Use high-solid or water-based coatings should be encouraged.

Responses to Comments from:

**South Coast Air Quality Management District
Office of Planning and Rules
21865 E. Coplay Drive
Diamond Bar, CA 91765-4182**

- A1. Mitigation strategies to reduce short-term fugitive dust and mobile emissions during construction activities are identified in the General Plan Technical Document/EIR and the Air Quality Appendix. The air quality assessment states that the provided short-term mitigation should be applied as a condition of project approval, consistent with the SCAQMD staff recommendations. Measures provided by SCAQMD in the response to the Notice-of-Preparation were reviewed and incorporated into the General Plan where feasible. In addition, Air Quality Planning Goal 3 "Reduced Air Pollutant Emissions Associated with Development Projects" with the accompanying strategies and actions specifically address the need for appropriate air quality mitigation incorporated into City regulations, ordinances, applications and staff reports.
- A2. The General Plan Update includes proactive policy direction and clear, implementable actions to drive an environmentally sensitive change in the land use pattern. Part of the rationale behind updating the General Plan was to significantly improve the policy thrust and implementation actions from an air quality and growth management standpoint over the currently adopted General Plan. Given the current General Plan as a benchmark, the City has been very successful at incorporating air quality and growth management concerns. The increase in housing units by 1,503 is consistent with SCAG's growth management goals to the extent feasible in light of very limited land availability in Stanton, and will reduce vehicle trips lengths and mobile emissions over the long-term.

In addition, the General Plan recognizes the need to reduce vehicle trips through the identification of "Opportunity Areas." Three such Opportunity Area types exemplify the City's position on providing a land use pattern to reduce vehicular emissions:

- A "Home Industry" designation which creates a mix of land uses which allows self-contained industrial uses and residential uses as an incentive to the establishment of light industrial and craftsman-oriented uses;
- A "Mixed-Use" designation which encourages the combination of some commercial activity with residential and other reinforcing land uses; and
- A "Transportation Oriented" designation which positions the City to capitalize on potential transit service on an existing rail line and the proximity to the intersection of two "Super Streets".

Vehicular emissions that may result from General Plan implementation have been reduced to the extent feasible in a built-out city through the design of appropriate land uses categories and proper siting to take advantage of alternate modes of transportation. Development projects will go through the City's environmental review process and address air quality per adopted SCAQMD guidelines. Any traffic-related emissions will be mitigated with measures recommended in these guidelines and through mitigation developed in conjunction with Orange County's Congestion Management Program and Air Quality Technical Assistance Program.

- A3. The implementation of transportation improvements is largely dependent on the timing of

development projects and municipal budget considerations. In addition, regional programs such as the Beach Boulevard and Katella Avenue Super Streets Program are not under direct City control. By identifying transportation improvements in the General Plan, the City of Stanton has a vehicle to ensure that these issues are incorporated into development projects and local/regional programs should funding mechanisms become available. It is important to note that these two super streets are the first to get underway in the County and they are proceeding with the City's cooperation.

- A4. The City of Stanton is a "built out" community. Its ability to change the land use pattern is constrained to specific areas in the City, recognized through the "Opportunity Areas" discussed above. The siting of land uses in these areas was sensitive to the need for reduced traffic impacts and vehicular emissions.

No freeways are located within the City limits, nor is Stanton able to control Transportation System Management plans for nearby freeways. Stanton's General Plan goal to actively coordinate with the Congestion Management Program Agency to achieve transportation improvements would incorporate monitoring and commenting on nearby transportation service improvements.

The City of Stanton is committed to the Orange County Congestion Management Program. This program will address minimum transit standards such as frequent and adequate transit services, transit schedules to meet the peak-hour travel demand of commuters, access to and from employment centers to transit terminals and the coordination of transit operations within the City. Coordination of transit is best accomplished on a regional or sub-regional basis, after the participants are knowledgeable of commute patterns and multi-modal travel demand. Recent origin-destination survey data by Caltrans/SCAG will be imperative to designing appropriate minimum transit standards, which is best accomplished after the survey data is available through the CMP process.

- A5. As noted in the comment, transportation demand management programs have been included in the Draft EIR and the General Plan. However, the General Plan is a general "road map" guiding the City's future development and commitments. The City currently has in place a Transportation Demand Management Ordinance which, as identified in the General Plan, will be monitored and updated as necessary. As implementation of the Ordinance proceeds, it is expected that ideas such as transportation specific plans, development agreements and parking code requirements would be pursued. Also included as a part of the General Plan's Implementation Program for this fiscal year (1991-1992) is the evaluation of using alternative mitigation measures in lieu of the TDM Ordinance.

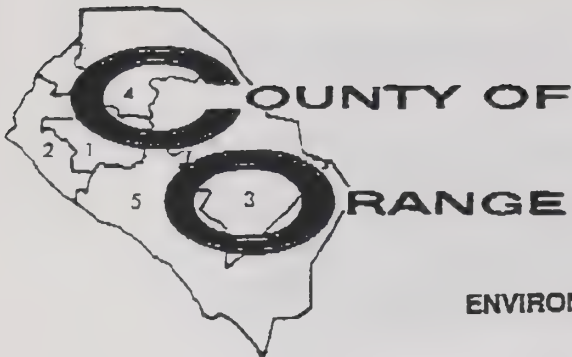
The change in land uses proposed with the General Plan Update was sensitively planned to address the reduction of non-work trips and midday traffic. The General Plan proposes "Opportunity Areas" such as "Home Industry" (mix of land uses which allows self-contained industrial uses and residential uses), "Mixed-Use" (encourages the combination of some commercial activity with residential and other reinforcing land uses), and "Transportation Oriented" (which positions the City to capitalize on potential transit service on an existing rail line and the proximity to the intersection of two "Super Streets") to reduce mobile emissions within Stanton.

A recent example of on-going development in the City that addressed the concerns identified in this comment is the City of Stanton Civic Center Area Plan. This Plan proposes medical, multi-family residential, recreational, office and retail commercial within close proximity. It is also in a centralized location at the corner of two "Super Streets". It incorporated encouragement for transit use with convenient pedestrian oriented transit shelters and the provision of bus schedules on-site. This type of development is further encouraged through the General Plan Update in "Opportunity Areas" within the City.

- A6. The General Plan EIR identifies eleven air quality mitigation measures to reduce the impact of construction emissions. Included in these measures are several identified in the SCAQMD Attachment I, such as dust suppression techniques and reducing on-road congestion during construction activities. These measures are identified to reduce General Plan impacts and will be attached as conditions of approval to development projects and for roadway construction in the City.

Substantial long-term mitigation is provided to reduce mobile source emissions and energy consumption associated with General Plan build-out. These measures would be applied to development projects or incorporated into City-wide programs. The intent of the General Plan was to provide self-mitigating land uses and policies to ensure that impacts such as pollutant emissions are reduced wherever possible. The mitigation presented in the EIR was developed to control indirect-source emissions, as well as fugitive dust and other construction emissions.

B



MICHAEL M. RUANE
DIRECTOR, EMA

12 CIVIC CENTER PLAZA
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

TELEPHONE:
(714) 834-2306
FAX # 834-2395

ENVIRONMENTAL MANAGEMENT AGENCY

NOV 12 1991

FILE

NCL 91-145

Mark D. Lloyd, Planning Manager
City of Stanton
10660 Western Avenue
Stanton, CA 90680

SUBJECT: DEIR for the Stanton Consolidated General Plan

Dear Mr. Lloyd:

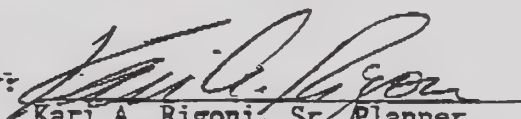
Thank you for the opportunity to respond to the above referenced item. The County of Orange has no comment at this time. However, we would appreciate being informed of any further developments.

B1

If you have any questions or need to contact us, please call Kari Rigoni at (714) 834-2109.

Very truly yours,

Joan S. Golding, Program Manager
Regional Coordination Office

By: 
Kari A. Rigoni, Sr. Planner

Responses to Comments from:

**County of Orange
Environmental Management Agency
P.O. Box 4048
Santa Ana, CA 92702-4048**

B1. Comment so noted.

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
2501 PULLMAN STREET
SANTA ANA, CA 92705



November 14, 1991

Mark Lloyd
City of Stanton
Planning Department
10550 Western Ave
Stanton, CA 90680

FILE: ATSD
SCH#: NONE
P.M.: DRA-39-10.66

SUBJECT: Draft Environmental Impact Report (DEIR) for A
Consolidated General Plan

Dear Mr. Lloyd:

Thank you for the opportunity to review and comment on the DEIR pertaining to the Consolidated General Plan. This revision of the City's General Plan adequately addresses traffic circulation as it relates to State facilities. However, when projects are developed based on the General Plan, the District's Traffic Operations Branch would like to review the related traffic studies prepared by a licensed civil or traffic engineers that would generate 100 peak hour trips or more in any location with an adverse impact on SR 39 and SR 22 ramps and intersections with a level of service "D" or less. This determination shall be made at the time of the design review or as appropriate prior to the city's final approval of the project.

C1

Once again, thank you for the opportunity to review and comment. If this department may provide further assistance, please do not hesitate to contact Nathaniel H. Pickett, 714 724-2247.

Robert F. Joseph, Chief
Advance Planning Branch

cc: Ron Graham, Traffic OPS
Ron Helgeson, HQTRS
Tom Loftus, OPR

Responses to Comments from:

**Department of Transportation
District 12
2501 Pullman Street
Santa Ana, CA 92705**

C1. Comment so noted.



CITY OF ANAHEIM, CALIFORNIA

Planning Department

November 15, 1991

Mark D. Lloyd, Planning Manager
 City of Stanton
 10660 Western Avenue
 Stanton, California 90680

RE: Stanton Consolidated General Plan/Draft Environmental Impact Report

Dear Mr. Lloyd:

City staff have reviewed the above-referenced document and offer the following comment for consideration:

Pages II-7; IV-6

The intersection of Ball Road and Beach Boulevard currently is operating at Level of Service (LOS) F (see attached traffic count). It is forecasted that the increased traffic by proposed developments in the City of Stanton will worsen the LOS at this intersection. Therefore, it is recommended that this intersection be analyzed as a part of this EIR. Any identified deficiency may be a candidate for Growth Management Area improvements.

D1

City staff are interested in reviewing any future documents related to this project. Documents may be forwarded to my attention at the address listed below.

If you have any questions related to these comments, please contact me at 254-5139, Ext. 5750.

Sincerely,

Karen L. Freeman
 Associate Planner

KLF:bp
 AP1578KF
 Attachment

9. Beach & Ball

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	111	.07	336	.20
NBT	3	5100	1743	.37*	1916	.54*.49*
NBR	0	0	131		572	
SBL	1	1700	152	.09*	249	.15*
SBT	3	5100	1722	.36	1886	.46*.40
SBR	0	0	96		148	
EBL	1	1700	132	.08*	360	.21
EBT	2	3400	467	.16	1023	.40*
EBR	0	0	90		349	
WBL	1	1700	154	.09	157	.09*
WBT	2	3400	498	.16*	612	.24
WBR	0	0	114		202	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.77	1.18	

10. Dale & Crescent

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	101	.06*	95	.06*
NBT	2	3400	314	.09	521	.15
NBR	1	1700	37	.02	79	.05
SBL	1	1700	14	.01	96	.06
SBT	2	3400	201	.07*	510	.18*
SBR	0	0	25		99	
EBL	1	1700	80	.05	83	.05*
EBT	1	1700	257	.15*	363	.21
EBR	1	1700	82	.05	180	.11
WBL	1	1700	63	.04*	53	.03
WBT	1	1700	151	.10	333	.25*
WBR	0	0	20		88	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.37	.59	

Responses to Comments from:

**City of Anaheim
Planning Department
200 South Anaheim Boulevard
Anaheim, CA 92803**

- D1. The purpose of the General Plan traffic analysis is to identify the City's circulation needs and prepare a suitable circulation element. Traffic improvements both within the City and in adjacent areas are identified when specific projects are evaluated as part of the approval process. This evaluation is generally undertaken in a short range timeframe consistent with growth management guidelines and suitable means are found to make the improvements included Growth Management Plan funding.

E

SOUTHERN CALIFORNIA



COMPANY

SUSAN S. SALDAÑA
District Manager
Orange County Division

3835 WEST FIRST STREET, SUITE D 2-4
SANTA ANA, CA 92703-4004
(714) 550-0477

November 15, 1991

Mr. Mark Lloyd
Planning Director
City of Stanton
10660 Western Avenue
Stanton, California 90680

Dear Mark:

I appreciate the opportunity to review the Stanton General Plan. I also want to commend you and the City for the outstanding work which is reflected in the General Plan and accompanying documents.

Per your request, a response has been compiled based on our review.

Community Health & Safety

B. Noise
Action 1.4 - Page 49

How will the development of truck routes away from residential neighborhoods and other sensitive receptor locations affect our utility service vehicles?

E1

Action 2.3 - Page 50

How will setting permissible hours of the day and days of the week that construction operations can occur affect the Gas Company's need to respond to emergency situations or safety hazards?

E2

C. Hazards
Emergency Preparedness

How can the Gas Company assist in the City Emergency Preparedness Program?

E3

Please contact us and let us know how we can be of service.

Mr. Mark Lloyd
City of Stanton
November 15, 1991
Page 2

Regional Coordination

C. Air Quality Planning
Action 2.2 - Page 58

What types of energy efficient design will be required in public facilities?

Will the City of Stanton contact the Gas Company to solicit information on resources and services that we offer to assist with improving energy conservation and meeting air quality regulations?

E4

Technical Document

Regional Coordination - 3.5.1 - Page 234
Air Quality

Emission projections should take into consideration that natural gas is the cleanest of fossil fuels, and research and technology developments are continuing to reduce emissions from natural gas. Also, non-combustion technologies like fuel cells will produce electrical energy 20 times cleaner than traditional power plants. Therefore, fuel cells and other natural gas uses as a clean fuel alternative may have the combined long-term impact of reducing emissions. Attached for your information is the Gas Company's background paper on the Fuel Cell.

E5

Thank you again for the opportunity to provide comments on the City's General Plan. If you need to contact me, please feel free to call me at 714/554-0477.

Sincerely,

Susan Baldaina

SS/aj

Attachments

BACKGROUND PAPER

SOUTHERN CALIFORNIA GAS COMPANY

The Fuel Cell: A Powerful Energy Source

The Gas Company and other businesses in southern California face the most stringent environmental regulations in the country. As a result, they must constantly look for new ways to meet high environmental standards without compromising efficiency or customer service.

Accelerated development of new fuel cell technology will help businesses to meet strict pollution control regulations and provide environmentally benign power generation. While environmental considerations make conventional power generation less attractive, fuel cells provide substantial benefits in most industrial applications.

Fuel cell development was expedited by the space-age need for lightweight, efficient on-board power systems for America's manned spacecraft. Today the fuel cell is coming of age as an energy system for a multitude of commercial and industrial applications.

Using an electrochemical process similar to that which produces electricity in automobile batteries, the fuel cell uses natural gas or other fuels to continually produce equal amounts of electricity and heat. Its on-site location and modular construction eliminates the cost and power losses that result from long-distance transmission of electricity, and its design ensures a far higher overall efficiency rate than that achieved by conventional electrical generators.

The fuel cell not only produces energy at 85 percent efficiency (compared to 35 percent for other electric generating alternatives), but it produces virtually no emissions. Its only by-product is a small amount of carbon dioxide and pure water.

HOW A FUEL CELL WORKS

Wherever a fuel cell is installed -- in a restaurant, hospital, factory or hotel -- it will perform three basic functions. It will process the natural gas or other incoming fuel, generate electrical power and heat, and make that power and heat usable in the facility's existing energy system.

A fuel cell, which looks like a large box, has three major component sections: a *fuel processor*, a *power section* and a *power conditioner*. Natural gas, brought to the on-site fuel cell through the customer's normal gas service lines, is fed into the fuel processor. Natural gas is used to power the fuel cell because it is a hydrogen rich fuel.

In the *fuel processor*, natural gas reacts with steam to produce a hydrogen-rich gas that a fuel cell needs to operate. The hydrogen-rich gas moves to the *power section*, where

an electrochemical reaction takes place between hydrogen and oxygen to produce electricity, steam and waste heat. The fuel cell recycles the waste steam and heat back to the fuel processor for greater energy efficiency.

Meanwhile, the direct current, or DC, moves on to the third section, the *power conditioner*. In the power conditioner, the direct current is converted to usable alternating current, or AC.

ADVANTAGES OF THE FUEL CELL

Fuel cells have three important advantages over conventional power generation technology: efficiency, environmental acceptability and flexibility.

Conventional electricity generation by combustion of fossil fuels converts only about 30 to 40 percent of oil and gas to usable energy. The fuel cell, even without the recycling of its waste products of heat and water, increases this efficiency to 45 to 60 percent. This efficiency -- and resultant energy savings -- is an integral component to successful conservation efforts.

In on-site fuel cell systems, a cogeneration (heat recovery) subsystem can improve efficiency by using waste heat for system thermal requirements or for external needs such as hot water or process steam. A fuel cell system with a cogeneration cycle can utilize as much as 80 to 85 percent of a fuel's heating value.

The second advantage -- environmental acceptability -- is especially attractive in light of mounting concerns about air quality. Because fuel cells are noncombustion devices, polluting emissions such as nitrous oxides, carbon monoxide and unburned hydrocarbons are virtually nonexistent. Because of this high efficiency, carbon dioxide emissions are also lower than those of conventional electrical generators, thus reducing emissions of greenhouse gases.

The fuel cell is 20 times cleaner than traditional electric generation. In most urban areas, the exhaust from fuel cells will be cleaner than the surrounding air.

There is also minimal noise pollution. Fuel cells have few moving parts and thus emit little noise, even at peak operating capacity.

Finally, fuel cells are flexible because they can operate with any hydrocarbon fuel that has been processed into a hydrogen-rich gas. Some types of fuel cells permit the direct utilization of natural gas as a fuel at very high operating efficiency. When designed for natural gas, however, these fuel cell systems are not readily fuel flexible without a loss in efficiency. This reduces any incentive to switch to fuel oil or coal.

Fuel cells are also flexible in that they are modular and can be connected in stacks of varying sizes and numbers to obtain almost any desired power level. As power demand changes, a fuel cell system is able to respond within seconds while maintaining high

conversion efficiency. And, the quiet operation and very low emission levels give fuel cell systems considerable siting flexibility.

TYPES OF FUEL CELLS

Currently there are five basic types of fuel cells: alkaline, phosphoric acid, molten carbonate, solid oxide, and solid polymer. They differ in the type of electrolyte used (the medium in which the fuel cell's electrochemical reaction takes place), the operating temperature of the fuel cell, and efficiency. Fuel cells provide a wide range of power, from tens to thousands of kilowatts.

Alkaline Fuel Cells

Alkaline fuel cells use a potassium hydroxide electrolyte and pure hydrogen as the fuel and oxygen as the oxidant. They operate at temperatures of 150 to 600°F.

A drawback of alkaline fuel cells is that the electrolyte reacts with carbon dioxide to form a non-reactive chemical that makes the cells inoperable. Consequently, hydrogen derived from hydrocarbon fuels must be extensively cleaned to remove carbon dioxide before use as fuel cell feedstock. While this is not cost-effective with current technology, alkaline fuel cells are reliable and have a high power density. This makes them an attractive small-size power source when pure hydrogen and oxygen are available. Alkaline fuel cells are used to provide electrical power for space applications.

Phosphoric Acid Fuel Cells

Phosphoric acid fuel cells operate at temperatures of 150 to 400°F. Similar to alkaline fuel cells, phosphoric acid fuel cells use hydrogen and oxygen as reactants. The acid electrolyte, however, tolerates carbon dioxide, which allows the oxygen in air to be used. During operation, hydrogen fuel is diffused and reacts with the oxygen. The resulting water vapor diffuses back out into the air stream. Phosphoric acid is currently the electrolyte of choice because it is the only common nonvolatile acid stable in both hydrogen and oxygen at the operating temperatures.

State-of-the-art systems operate at 300 to 400°F. The oxidant is the oxygen in the air and the fuel processor supplies fuel composed largely of hydrogen and carbon dioxide from hydrocarbon fuels. Heat is removed by process gases and/or by air or water cooling. Phosphoric acid fuel cells are used to provide electrical power in commercial and small industrial applications.

Molten Carbonate Fuel Cells

Currently, molten carbonate fuel cells are the most promising technology. They operate at temperatures of 900 to 1,400°F, and can use impure hydrogen and air. The favored electrolyte is molten alkali carbonate. Molten carbonate fuel cells can be used

in industrial and commercial applications, but the high temperature heat will also allow cogeneration applications. The high temperature waste heat is a perfect match for absorption cooling.

Solid Oxide Fuel Cells

Solid oxide fuel cells are a promising technology because they use non-corrosive, chemically inert electrolytes such as rare metal oxides. They operate at temperatures as high as 1,800°F and can be fueled by either hydrogen and carbon monoxide or natural gas and air. Because of the high operating temperature, waste heat is more easily available for cogeneration. These fuel cells require materials that are stable at high temperatures and a large number of cells to generate a useful amount of electricity. The solid oxide fuel cells have useful commercial, industrial and utility electric generation applications. As with molten carbonate fuel cells, the waste heat temperature will provide absorption cooling.

Solid Polymer Fuel Cells

Solid polymer fuel cells operate at temperatures on the order of 180°F, and are the most advanced variety on the drawing board. They use a polymer membrane as the electrolyte, and are fueled by natural gas and air. They can be made in very compact sizes. Compared to the larger, higher temperature fuel cells, solid polymer units can come up to operating temperature in minutes instead of hours. They have unique applications in the transportation sector and may eventually provide small scale residential space heating, water heating, cooking and electricity needs.

Responses to Comments from:

**Southern California Gas Company
3835 West First Street, Suite D 2-4
Santa Ana, CA 92703-4004**

- E1. The intent of truck routes being directed away from residential areas would only apply to Southern California Gas Company in those instances when large sized trucks were travelling through the City. Trucks will be allowed to use non designated streets for installation, monitoring and emergency response only.
- E2. In the event of an emergency or safety hazard Gas Company equipment will be allowed to operate at off hours. These types of events require immediate response and the operable hours standards would be waved as necessary. However, normal installation or monitoring of services would be required to adhere to the permissible hours standard.
- E3. Any information the Gas Company can provide for the Emergency Response Plan would be helpful. In addition, in the event of an emergency, coordination with the Gas Company will be vital for effective emergency response. As the Plan evolves, further contact will be made with the Gas Company to ensure effective coordination between the City and the Gas Company.
- E4. Prior to the final design of public facilities, the Gas Company will be consulted for advice on the various types of energy efficient uses available at that time.
- E5. Comment so noted.



818 West Seventh Street, 12th Floor • Los Angeles, California 90017-3435 (213) 236-1800 • FAX (213) 236-1825

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November 14, 1991

City of Stanton Planning Dept.
Mr. Mark D. Lloyd, Planning Manager
Stanton City Hall
10660 Western Ave.
Stanton, CA 90680

RE: Draft City of Stanton Consolidated General Plan and EIR
SCAG Clearinghouse Number: OR-55233-EDR

Dear Mr. Lloyd:

Thank you for submitting the Draft City of Stanton Consolidated General Plan and EIR to SCAG for review and comment. As Areawide Clearinghouse for regionally significant projects, SCAG assists, cities, counties, and other agencies to review projects and plans for consistency with the Regional Housing Needs Assessment (RHNA), Regional Mobility (RMP), Growth Management (GMP), and Air Quality Management (AQMP) Plans, all of which are included in the State Implementation Plan (SIP).

The attached comments are meant to provide guidance for completing the proposed projects within the context of our regional goals and policies which are based in part upon state and federal mandates. While neither the project sponsor nor the lead agency is required to undertake the specific actions recommended by SCAG or other agencies through the Intergovernmental Review Process, there are requirements in state and federal laws for consistency with regional goals and plans.

If you have any questions about the attached comments, please contact Maggie Ide at (213) 236-1881 or Paul Hatanaka at (213) 236-1809. They will be happy to work with you to address the comments presented herein and, if necessary, develop a mitigation plan which meets regional, state, and federal requirements.

Sincerely,

Anne Baker

ANNE BAKER
Director of Environmental Planning

AB:MAI 124

Description:

The City of Stanton is located in the Northwest Orange subregion. The City of Stanton Consolidated General Plan has combined twelve previous General Plan designations into seven for greater efficiency and flexibility in development approval. An annexation to the City of Stanton is also proposed.

Stanton is a built out community with a relatively high concentration of apartments and mobile home parks, with commercial development largely concentrated along major arterial highways. The current size of Stanton is 3 square miles with a population of 30,491 residents.

GROWTH MANAGEMENT

Analysis:

The DEIR to the proposed City of Stanton General Plan states that buildout of the proposed plan and annexation would result in approximately 36,737 people, 14,663 jobs and 12,458 dwelling units.

As SCAG has delineated subregions, the City of Stanton lies in the Northwest Orange subregion. The jobs/housing performance goal for the Northwest Orange subregion was 1.34 in 1984, making this a jobs-rich subregion. Buildout of the proposed City of Stanton General Plan and Annexation would result in an addition of 6,961 new jobs and 1,503 new dwelling units to the Northwest Orange subregion by 2010.

Under the jobs/housing performance ratio option, the number of dwelling units required by the project to be consistent with the GMP policies is 3,955. Under the Vehicle Miles Traveled (VMT) option, the number of VMT to be reduced by the project in order to be consistent with the GMP policies is 53,074 VMT.

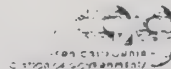
The proposed City of Stanton General Plan is not found to be consistent with the GMP at this time.

Recommendations:

SCAG recommends that the proposed project be revised to add 2,452 dwelling units which are phased to be developed by the year 2010. Another option would be the formation of subregional planning areas with surrounding jurisdictions in order to meet growth management targets on a larger subregional scale.

Another alternative would be a mitigation plan which offsets the negative impacts of the project on VMT. If this approach is preferred, City of Stanton staff should provide a discussion of the proposed project's impact on the the appropriate subregional VMT reduction target. The proposed plan could demonstrate, through modeling, how it would fulfill its responsibility for reducing VMT within the subregion. The model used should be consistent with the regional transportation

F1



model. Results of the modeling effort should show how much reduction in VMT will be achieved and on what parts of the transportation network.

If modeling efforts are beyond the capabilities of the project, then analysis could be performed to demonstrate the VMT reductions. Based upon trip generation and other factors consistent with SCAG modeling, VMT could first be computed for the project and then compared to the VMT generated when mitigation measures are introduced. This analysis must show to what extent mitigation measures could reduce VMT. In addition, the environmental document should include among the project alternatives, an alternative which mitigates air quality impacts to the maximum extent feasible.

F1

TRANSPORTATION

Analysis:

As Areawide Clearinghouse, SCAG requests that TDM programs incorporated as mitigation measures in EIR's or as project conditions include a discussion of the transportation demand management (TDM) programs for the proposed project which includes the following elements:

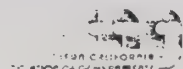
- o A detailed description of the TDM measures incorporated into the project as mitigation measures or project conditions.
- o Expected effect and VMT/VT reduction targets for each component of the TDM program.
- o Funding sources for each program component.
- o Identification of the agencies or persons responsible for monitoring and administering the TDM programs.
- o An implementation schedule for each TDM program component.

F2

As stated in the City of Stanton Consolidated DEIR and General Plan, the proposed plan briefly lists mitigation measures which relate to Measures 1a, 2b, 3a, and 17b of the AQMP, Appendix IV-E.

Recommendations:

To be adequate for the purposes intended by the SIP, the TDM program should include the above elements. The proposal should go beyond suggestions that certain measures should be utilized. The project should be designed to include quantifiable commitments to specific TDM programs with clear delineation of responsibilities, trip reduction targets, financial arrangements and specific schedules for action on each specific measure.



CONSISTENCY WITH THE SIP

Analysis:

A project is found to be consistent with the SIP when it has satisfied the following three criteria:

- o It attains the subregional goals of the GMP using either of the alternative test methods.
- o It reduces vehicle trips and vehicle miles traveled to the maximum extent feasible by implementing transportation demand management strategies.
- o Its environmental document includes an air quality analysis which demonstrates that the project will not have a significant negative impact on air quality in the long term.

As described in the Draft EIR, the proposed project has a negative impact on growth management. The TDM program, as stated in the DEIR does not contain the level of specificity necessary to demonstrate that vehicle trips and vehicle miles traveled have been reduced to the maximum extent feasible. As stated in the DEIR, the proposed project will have an adverse impact on regional air quality in the long term.

Findings:

SCAG does not find the proposed City of Costa Mesa 1990 General Plan to be consistent with the SIP at this time. The project does not meet the goals of the GMP. It does not effectively demonstrate that VMT has been reduced to the maximum extent feasible and it does not mitigate the effects on air quality to a less than significant level.

RECOMMENDATIONS

Revise the plan to phase the required the number of dwelling units and jobs by 2010, or to reduce VMT by the required amount.

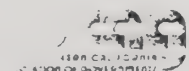
The TDM element of the EIR should be strengthened as recommended above.

Analysis should then be conducted to determine that implementation of the project will not have a significant negative impact on air quality in the long term.

All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements and reported to SCAG through the Annual Reasonable Further Progress Reports.

SCAG refers the City of Stanton to Chapter IV of SCAG's Guidelines for the Development of Air Quality Elements (AQE Guidelines) dated March 1990 for information on local government "self-certification" and eligibility for a conformity review waiver. Any local jurisdiction

F3



Mr. Mark D. Lloyd
November 14, 1991
Page 5

located within the South Coast Air Basin may request SCAG to grant a waiver to Conformity Review for General Development Projects upon completion of the required actions.

F3



Responses to Comments from:

Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

- F1. In order to further jobs/housing balance in the subregion, SCAG proposes that Stanton revise the project, the General Plan, to add 2,452 dwelling units (d.u.'s), phased to be developed by 2010. Capitalizing on underutilized parcels and creating broadened land use categories, the plan allows for an additional 1,503 dwelling units. The City's extremely limited undeveloped land area combined with infrastructure constraints make attaining SCAG's 2,452 d.u. target infeasible. Towards partial attainment of the housing target, the General Plan does allow for intensification, and the attendant additional dwelling units in a County island through development of second homes on existing lots. However, this would only be an option if the area (which is already totally developed) were annexed to the City.

There are several issues associated with the application of numerical jobs/housing balance targets. Applying numerical targets to a very complex job type/household income/housing opportunity relationship is questionable. In addition, addressing the numerical targets at the scale of the City of Stanton, 3 square miles, is problematic. Given these and other issues, a TCM working group has been established to create workable solutions to Measure 17-Growth Management and the other Transportation Control Measures. The City is unable and unwilling to create an urban form dictated by the sheer *numbers* generated through jobs/housing balance algorithms.

This does not mean that the City is ignoring its responsibility to create a land use pattern which reduces congestion and cleans our Basin's air. In fact, the updated General Plan includes proactive policy direction and clear, implementable actions which will drive an environmentally sensitive change in the land use pattern. Part of the rationale behind updating the General Plan was to significantly improve the policy thrust and implementation actions from an air quality and growth management standpoint over the currently adopted General Plan. Given the current General Plan as a benchmark, the City has been very successful at incorporating air quality and growth management concerns. This priority in the updated plan is largely expressed in the Community Development and Regional Coordination Chapters.

The City of Stanton is a "built out" community. Its ability to change the land use pattern is constrained to specific areas in the City. The General Plan recognizes these areas through the identification of "Opportunity Areas." Three such Opportunity Area types exemplify the City's position on improving the land use pattern to reduce emissions:

- A "Home Industry" designation which creates a mix of land uses which allows self-contained industrial uses and residential uses as an incentive to the establishment of light industrial and craftsman-oriented uses;
- A "Mixed-Use" designation which encourages the combination of some commercial activity with residential and other reinforcing land uses; and
- A "Transportation Oriented" designation which positions the City to capitalize on potential transit service on an existing rail line and the proximity to the intersection of two "Super Streets".

Two of the overall strategies which guide the application and designation of Stanton's land use categories are: focusing on more efficient land uses and patterns; and, establishing mixed use and potential for more intensive uses in selected areas. Both of these strategies will contribute to

regional air quality improvements.

Notable to this General Plan and the process which created it is the emphasis on responding to regional issues, such as air quality, congestion management, and growth management. This emphasis is evidenced by a separate Regional Coordination Chapter.

Included in the Regional Coordination Chapter are actions which respond to Orange County Measure M requirements. As a part of the Chapter, actions will be implemented to: evaluate vehicle trip and vehicle miles travelled reduction potential as a priority consideration in the Zoning Code revision; discuss housing and employment opportunities and options for improved land use relationships in subsequent implementation programs; and, establish a comprehensive Phasing Plan which ensures that roadways are added as development proceeds.

In addition to the proactive steps taken locally by Stanton, the City is actively working with the County of Orange and other local governments in the County to create a coordinated, multi-front strategy to reduce air quality emissions. This is occurring through a Countywide Air Quality Implementation Program. As a part of this process, it is expected that TCMs, including Growth Management, will be evaluated. The results are expected to include a battery of TCMs for local government implementation which would: satisfy emission reduction targets while being sensitive to the unique characteristics of Orange County; be cost-effective; be implementable given local government resources and expertise; and, be capable of readily being monitored. Given the efforts at the County level, it is impractical and unproductive to, model VMT reductions at a scale of 3 square miles (the area of the City).

Note that the City is also committed to working within the Growth Management Area framework defined by Orange County's Measure M.

- F2. As the comment notes, transportation demand management programs have been included in the Draft EIR and the General Plan. SCAG requests the following level of detail: delineation of responsibilities, trip reduction targets, financial arrangements and specific schedules for action on each specific measure. Implementation of the proposed TDM programs will require such detail. However, the General Plan is a general "roadmap" guiding the City's future development and commitments. It is adopted by resolution, not by ordinance. Consequently, the General Plan is not the appropriate place for this level of detail.

Future implementation of the programs identified, whether through amendments to the zoning code, ordinance development or administrative action, will include additional details on implementation and monitoring. The scattered, variable scale of the projects which will actually carry out the General Plan goals and policies makes it impossible to develop meaningful details at this juncture.

The City currently has in place a Transportation Demand Management Ordinance which, as identified in the General Plan, will be monitored and updated as necessary. As implementation of the Ordinance proceeds, it is expected that the specified information will become available. Also included as a part of the General Plan's Implementation Program for this fiscal year (1991-1992) is the evaluation of using alternative mitigation measures in lieu of the TDM Ordinance.

Note that the City of Stanton is committed to the SuperStreet program in the County. The

program is significant in Stanton and the City is significant to the overall success of the program because of the primacy of both Katella and Beach Boulevards in the City's circulation system and the County's Master Plan of Arterial Highways. The program is expected to improve traffic flow (most of it regional) while improving air quality over current conditions.

- F3. The "analysis" references the draft EIR as describing the proposed General Plan Update having a negative impact on growth management. The draft EIR does not so indicate. In addition, the "findings" references the "1990" City of Costa Mesa General Plan." Combined, these two errors indicate that a standard form comment has been provided which may or may not be applicable to Stanton.

However, the growth management and TDM recommendations in this comments section are addressed above, in Responses **F1** and **F2**.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



Nov 08, 1991

MARK LLOYD
CITY OF STANTON, PLANNING DIVISION
10660 WESTERN AVENUE
STANTON, CA 90680

Subject: STANTON GENERAL PLAN
SCH # 91011177

Dear MARK LLOYD:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Tom Loftus at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Engl

David C. Nunenkamp
Deputy Director, Permit Assistance

G1

Responses to Comments from:

Governor's Office of Planning of Research
1400 Tenth Street
Sacramento, CA 95814

G1. No response is necessary.

APPENDIX A



THE
PLANNING
CENTER

1300 DOVE STREET
SUITE 100
NEWPORT BEACH, CA 92660
(714) 851-9444

- Planning & Research
- Computer Services & GIS
- Environmental Studies
- Governmental Services
& Policy Planning
- Landscape Architecture
- Resource Management
- Urban Design

December 20, 1990

Mr. Michael Bouvier
Planning Director
City of Stanton
10660 Western Avenue
Stanton, CA 90680

Subject: Stanton Consolidated General Plan & EIR,
Notice of Preparation and Initial Study

Dear Mr. Bouvier:

I am enclosing the original Notice of Preparation (NOP) and Initial Study for the City of Stanton Consolidated General Plan and EIR. These should be signed by you and distributed to the appropriate agencies and organizations. Please provide us with a list of agencies contacted. Please also send a copy of any comment letters as soon as you receive them so that we may incorporate the information in the EIR without delay. Thank you!

Sincerely,

THE PLANNING CENTER

Jean Slosek,
Environmental Planner

Offices in:

Newport Beach, CA
Bakersfield, CA
Fresno, CA
Sacramento, CA
Phoenix, AZ
Tucson, AZ

NOTICE OF PREPARATION

TO: _____ FROM: City of Stanton, Planning Division

(Address) 10660 Western Ave., P.O. Box "J"

(Address) Stanton, CA 90680

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The City of Stanton will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study X is, is not, attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Mr. Michael Bouvier, Planning Director
at the address shown above. We will need the name for a contact person in your agency.

Project Title:

City of Stanton Consolidated General Plan and EIR

Project Applicant, if any:

DATE: _____ Signature: _____
_____ Title: Planning Director
Telephone: (714) 220-2220

Reference: California Administrative Code, Title 14, Sections 15032 (a), 15103, 15375.

City of Stanton Consolidated General Plan and Environmental Impact Report

Project Description

The City of Stanton is located in north central Orange County, adjacent to the cities of Anaheim, Garden Grove, Cypress, and Westminster. The Regional Location Map (Figure 1) shows the location of the City of Stanton in the context of Southern California and its regional transportation corridors. As shown in Figure 1, the city of Stanton is located south and west of Anaheim and east of Cypress. Much of the southern portion of Stanton is surrounded by Garden Grove, with a narrow segment of Garden Grove separating the City from northern Westminster. Portions of the eastern part of the City are adjacent to scattered unincorporated islands. This area is served by a single regional transportation corridor, the Garden Grove Freeway (SR-22). Beach Boulevard (SR-39) and Katella Avenue are the major arterial roadways which traverse the City. Beach Boulevard is being developed as the first Super Street in the County and Katella is planned for Super Street development.

The City of Stanton was incorporated in 1956, when it consisted of just slightly less than one square mile, with a population of 1,500 residents. Today the City includes almost three square miles and has grown to about 29,000 residents. The City is located in an almost totally developed environment, with a mix of residential, commercial, industrial, and public/institutional uses.

The General Plan is the fundamental policy documentation of the City of Stanton. It provides a foundation for decision-making about physical and economic development within the City. It is intended to incorporate provisions responding to existing and emerging Regional Plans, as well as providing direction for more locally focused issues.

The City will use the updated General Plan as the basis for putting into place certain implementation devices, such as developer fees in accordance with AB 1600. The City considers the major issues which need to be addressed are economic development and an improved quality of development. The General Plan will provide a stimulus to guide such improvements, through the identification of Opportunity Areas where redevelopment geared toward revitalizing Stanton's economy will be most appropriate.

The City of Stanton General Plan will be organized around five topical areas--Community Development, Economic Development, Infrastructure and Community Services, Community Health and Safety, and Regional Considerations, which, in turn, contain policy direction for both required and optional elements. A Preferred Alternative has been identified as the project, in addition to consideration of Alternatives as required by CEQA. The amount of proposed land uses are shown in Table 1. Figure 2 shows the proposed spatial distribution of those land uses within the City.

Table 1 CITY OF STANTON CONSOLIDATED GENERAL PLAN AND EIR PREFERRED ALTERNATIVE LAND USES		
<i>Land Use Designation</i>	<i>Estimated Acres</i>	<i>Percent of Total Land Use</i>
Industrial	210	11
General Commercial	235	13
Open Space/Recreational	117	6
Public/Institutional	59	3
Low Density Residential	396	21
Medium Density Residential	45	2
High Density Residential	422	21
Right-of-Way, Major (Arterial) Streets	164	9
Right-of-Way, SPRR	21	1
Residential Streets	245	13
TOTALS:	1,914	100%

The Environmental Impact Report portion of the Consolidated General Plan and EIR is intended to document existing environmental conditions, environmental impacts of the proposed development, and to provide mitigation measures to reduce any adverse impacts on the environment to a level of insignificance, whenever possible.

REGIONAL MAP

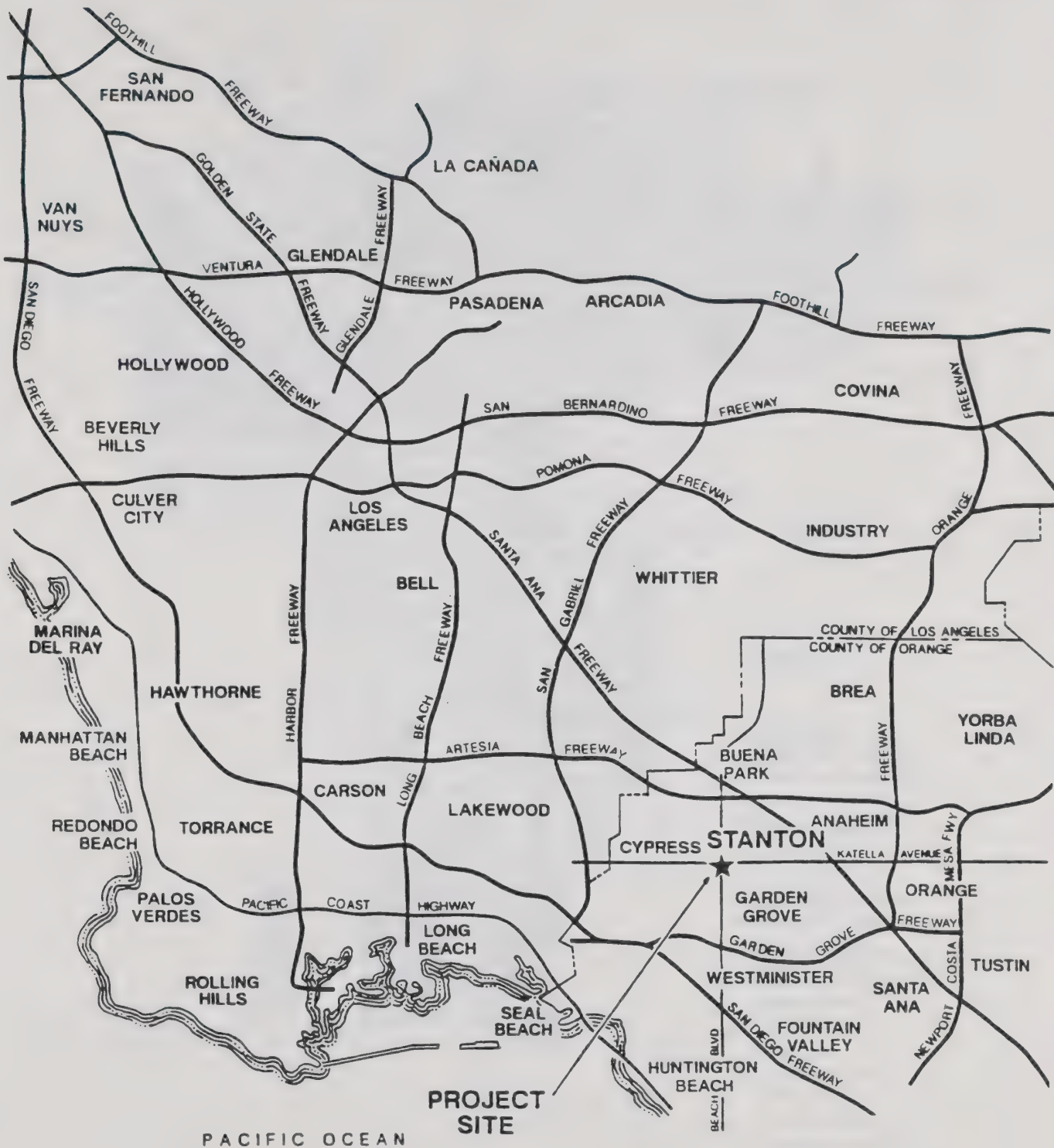
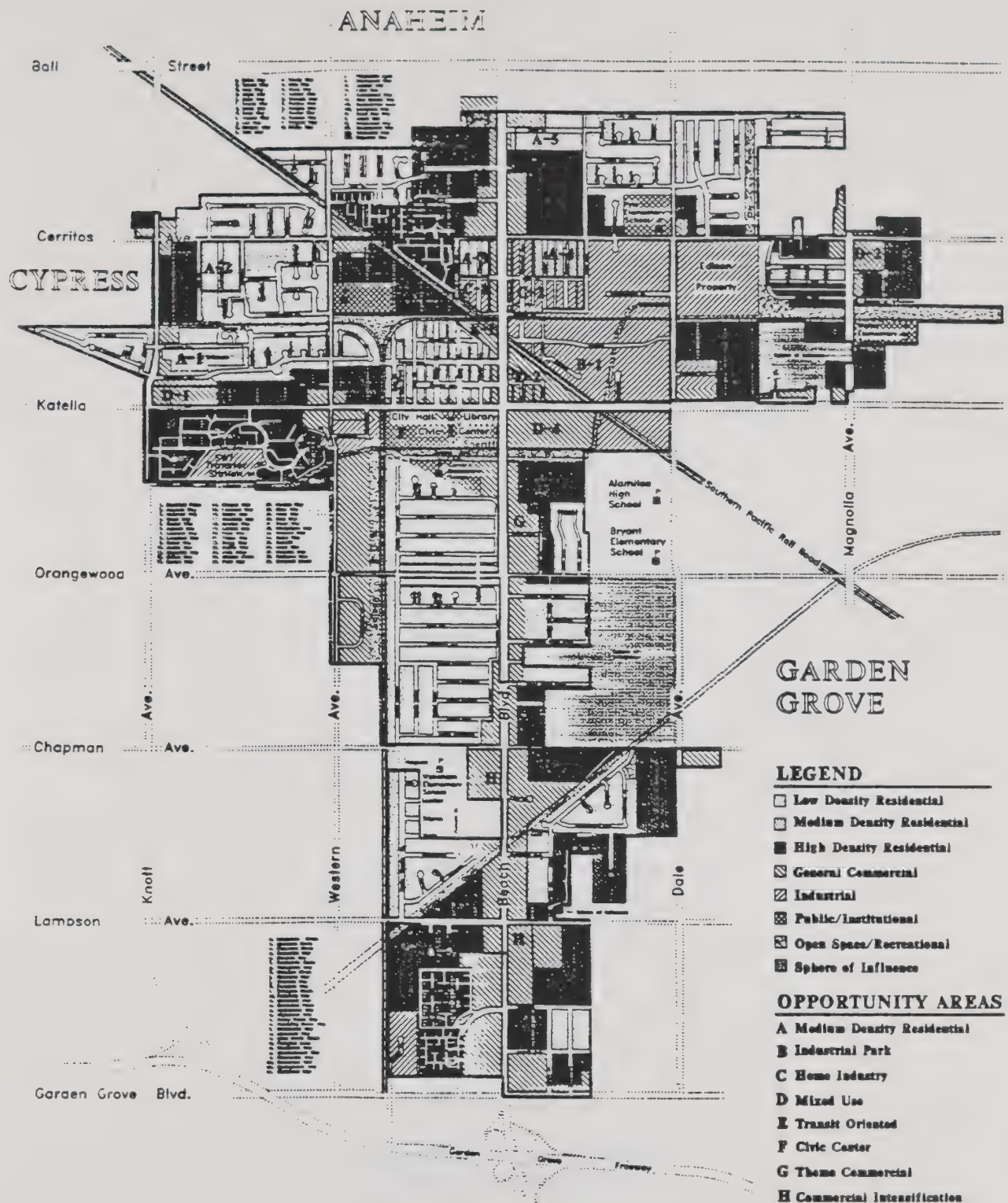


FIG. 1

NOT TO SCALE



**THE
PLANNING
CENTER**



General Plan Land Use Designations

FIG. 2

City of Stanton, California

Consolidated General Plan and EIR

INITIAL STUDY

**CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND ENVIRONMENTAL IMPACT REPORT**

PREPARED FOR:

**CITY OF STANTON
10660 WESTERN AVENUE
P.O. BOX "J"
STANTON, CA 90680**

**CONTACT:
MR. MICHAEL BOUVIER
PLANNING DIRECTOR
(714) 220-2220**

PREPARED BY:

**THE PLANNING CENTER
1300 DOVE STREET
NEWPORT BEACH, CA 92660
(714)851-9444**

December 20, 1990

CITY OF STANTON

INITIAL STUDY - Environmental Checklist (To be completed by Lead Agency)

PROJECT TITLE: City of Stanton Consolidated General Plan & EIR

APPLICANT: City of Stanton (714) 220-2220

MAILING ADDRESS: 10660 Western Avenue
P.O. Box "J"
Stanton, CA 90680

Explanatory: All "no", "maybe", and "yes" responses should be viewed as answers to the basic question: "If the Project is carried out, is it likely to result in any of the following environmental effects?" Explanation of all "maybe" and "yes" answers will be addressed in the Environmental Impact Report.

ENVIRONMENTAL CHECKLIST

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	—	—	<u>X</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	—	<u>X</u>	—
c. Change in topography or ground surface relief features?	—	—	<u>X</u>
d. The destruction, covering or modification of any unique geologic or physical features?	—	—	<u>X</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	—	—	<u>X</u>

		Yes	Maybe	No
f.	Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	—	—	<u>X</u>
g.	Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<u>X</u>	—	—
2.	Air. Will the proposal result in:			
a.	Substantial air emissions or deterioration of ambient air quality?	—	<u>X</u>	—
b.	The creation of objectionable odors?	—	—	<u>X</u>
c.	Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	—	—	<u>X</u>
3.	Water. Will the proposal result in:			
a.	Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	—	—	<u>X</u>
b.	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	—	<u>X</u>	—
c.	Alterations to the course or flow of flood waters?	—	—	<u>X</u>
d.	Change in the amount of surface water in any water body?	—	—	<u>X</u>
e.	Discharge into surface waters, or in any water body?	—	—	<u>X</u>

		Yes	Maybe	No
f.	Alteration of the direction or rate of flow of ground waters?	—	—	<u>X</u>
g.	Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	—	—	<u>X</u>
h.	Substantial reduction in the amount of water otherwise available for public water supplies?	—	—	<u>X</u>
i.	Exposure of people or property to water related hazards such as flooding or tidal waves?	<u>X</u>	—	—
4.	Plant Life. Will the proposal result in:			
a.	Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	—	—	<u>X</u>
b.	Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	<u>X</u>
c.	Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	<u>X</u>
d.	Reduction in acreage of any agricultural crop?	—	—	<u>X</u>
5.	Animal Life. Will the proposal result in:			
a.	Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	—	—	<u>X</u>
b.	Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	<u>X</u>

		Yes	Maybe	No
c.	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	<u>X</u>
d.	Deterioration to existing fish or wildlife habitat?	—	—	<u>X</u>
6.	Noise. Will the proposal result in:			
a.	Increase in existing noise levels?	<u>X</u>	—	—
b.	Exposure of people to severe noise levels?	—	<u>X</u>	—
7.	Light and Glare. Will the proposal produce new light or glare?	—	—	<u>X</u>
8.	Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	—	<u>X</u>	—
9.	Natural Resources. Will the proposal result in:			
a.	Increase in the rate of use of any natural resource?	—	—	<u>X</u>
b.	Substantial depletion of any non-renewable natural resource?	—	—	<u>X</u>

		Yes	Maybe	No
10.	Risk of Upset. Will the proposal result in:			
	a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset condition?	—	<u>X</u>	—
	b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	<u>X</u>	—
11.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	—	<u>X</u>	—
12.	Housing. Will the proposal affect existing housing, or create a demand for additional housing?	—	<u>X</u>	—
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?	<u>X</u>	—	—
	b. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	—	—
	c. Substantial impact upon existing transportation systems?	<u>X</u>	—	—
	d. Alterations to present patterns of circulation or movement of people and/or goods?	<u>X</u>	—	—
	e. Alterations to waterborne, rail or air traffic?	—	<u>X</u>	—
	f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	<u>X</u>	—

		Yes	Maybe	No
14.	Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a.	Fire protection?	—	<u>X</u>	—
b.	Police protection?	—	<u>X</u>	—
c.	Schools?	—	<u>X</u>	—
d.	Parks or other recreational facilities?	—	<u>X</u>	—
e.	Maintenance of public facilities, including roads?	—	<u>X</u>	—
f.	Other governmental services?	—	<u>X</u>	—
15.	Energy. Will the proposal result in:			
a.	Use of substantial amounts of fuel or energy?	—	—	<u>X</u>
b.	Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	—	—	<u>X</u>
16.	Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a.	Power or natural gas	—	<u>X</u>	—
b.	Communication systems	—	<u>X</u>	—
c.	Water	—	<u>X</u>	—
d.	Sewer/septic tank	—	<u>X</u>	—
e.	Storm drainage	—	<u>X</u>	—
f.	Solid waste/disposal	—	<u>X</u>	—

		Yes	Maybe	No
17.	Human Health. Will the proposal result in:			
	a. Creation of any health hazard or potential health hazard (excluding mental health)?	—	<u>X</u>	—
	b. Exposure of people to potential health hazards?	—	<u>X</u>	—
18.	Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	<u>X</u>	—
19.	Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	—	<u>X</u>	—
20.	Cultural Resources.			
	a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic building, structure, or object?	—	—	<u>X</u>
	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	—	—	<u>X</u>
	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	—	—	<u>X</u>
	d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	—	—	<u>X</u>

21. **Mandatory Findings of Significance.**

- | | | | | |
|----|---|---|----------|----------|
| a. | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | — | — | <u>X</u> |
| b. | Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future). | — | <u>X</u> | — |
| c. | Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant). | — | <u>X</u> | — |
| d. | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | — | <u>X</u> | — |

LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. _____

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the Initial Study have been added to the project. A NEGATIVE DECLARATION will be prepared. _____

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. X

Date

Signature

For _____



818 West Seventh Street, 12th Floor • Los Angeles, California 90017-3435 ☐ (213) 236-1800 • FAX (213) 236-1825

AREAWIDE CLEARINGHOUSE MEMORANDUM

EXECUTIVE COMMITTEE

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POLICY CHAIRS

Judy Wright, Councilmember
Claremont, Chair, Transportation
and Communications

Robert Gentry, Councilmember
Laguna Beach, Chair, Energy
and Environment

Robert Wagner, Vice Mayor
Lakewood, Chair, Community,
Economic, and Human Development

AT-LARGE DELEGATES

Robert Bartlett, Mayor
Monrovia

Vicky Howard, Councilmember
Simi Valley

Ruthelyn Plummer, Mayor
Newport Beach

ALTERNATES

Imperial County • Jeanne Vogel, Supervisor • Los Angeles County • Ed Edelman, Supervisor and Pete Schabarum, Supervisor • Orange County • Gaddi Vasquez, Supervisor • Riverside County • (Vacant) • San Bernardino County • Larry Walker, Supervisor • Ventura County • James Dougherty, Supervisor • Cities of Imperial County • Victor Sanchez, Jr., Mayor, Westmorland • Cities of Los Angeles County • John Crowley, City Director, Pasadena • Cities of Orange County • John Kanel, Mayor, Cypress • Cities of Riverside County • Richard Deininger, Jr., Councilmember, Corona • Cities of San Bernardino County • Larry Rhinehart, Mayor, Montclair • Cities of Ventura County • Vicky Howard, Councilmember, Simi Valley • City of Los Angeles • Richard Alatorre, Councilmember • Joy Picus, Councilmember • Michael Woo, Councilmember • Long Beach 2nd position • Jeffrey Kellogg, Councilmember • At Large • Judy Wright, Councilmember, Claremont • Judy Nieburger, Councilmember, Moreno Valley • John Erskine, Councilmember, Huntington Beach

for

Notices of Preparation of Environmental Impact Reports/Statements,
Negative Declarations, Initial Studies and Permit Applications.

Project Applicant: City of Stanton
Planning Division

SCH No.:

Project Title: Consolidated General Plan and EIR

SCAG No.: OR-54582-NPR

Date: Jan. 23, 1991

The project title and SCAG number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. Staff can be reached by telephone at (213) 236-1800.

☐ We have concluded review of the above project and determined that it is of areawide significance. Therefore, the project does not warrant clearinghouse comments.

☒ We have concluded review of the above project and determined that it is regionally significant. Enclosed you will find a copy of our general requirements for environmental documents being prepared for regionally significant projects. As appropriate, the environmental document should address each of the issues outlined in these requirements. In addition, it should address AQMP conformity using the procedures included in the Guidance for Implementation of AQMP Conformity Procedures. Upon completion, the environmental document should be submitted to SCAG for review and comment.

☐ The description provided in the above referenced document is not sufficient for us to determine whether or not the project is regionally significant. If, when further defined, the project meets any of the criteria for regional significance (list attached), then the document should be submitted to SCAG for additional review and comments.

☐ In conducting the areawide notification for this project, SCAG received the attached comments from outside agencies.

PAUL HATANAKA
 Clearinghouse Official

**ENVIRONMENTAL DOCUMENTATION AND REVIEW
GENERAL REQUIREMENTS
for
NEGATIVE DECLARATIONS, MITIGATED NEGATIVE DECLARATIONS,
NOTICES OF PREPARATION, ENVIRONMENTAL IMPACT REPORTS,
ENVIRONMENTAL ASSESSMENTS, AND RELATED DOCUMENTS**

The general requirements for the review of regionally significant projects are based on the disclosure of information, identification of impacts and a program for their mitigation, as required under CEQA. The requirements used presently by SCAG are revised as shown below to provide for the adoption of the Growth Management Plan, Regional Mobility Plan, and Air Quality Management Plan. [Revised on November 1, 1989]

If any proposed project(s) will or could cause environmental impacts, such impacts must be consistent with the forecasts included in Growth Management Plan and Regional Mobility Plan (approved in February 1989) and the Air Quality Management Plan (approved in March 1989).

The relationships of the forecasts and policies mentioned above must be addressed and evaluated wherever applicable. Therefore, all of the documents listed above and other such studies and reports should address the issues below. (Not all issues will apply to every project.)

1. What are the impacts of the proposed project on population, employment, and housing? Give the growth forecast for each phase of the project, if phased.
2. Are the growth management goals and policies complied with?
3. Are the Jobs/Housing Balance performance goals being met?
4. Is housing availability discussed in terms of the income and wage levels of the local workforce?
5. What will be the cumulative impacts of the project in the subregion? How is this related to the Growth Management Plan forecast at the expected date of project completion or phase completion?
6. Are the provisions of the Air Quality Management Plan implemented at the local level and within the subregion? What are the air quality impacts of the project? Are they being addressed?
7. For any project with transportation corridor-level impacts, what are the long-term impacts?
8. What assumptions are used in estimating the total trips generated by the project?
9. What are the related vehicular emissions?

10. What is the annual impact on total trips generated by this project?
11. Discuss the transportation demand-management program chosen for the project. Will mass transit, ridesharing, and other trip-reduction strategies be promoted?
Quantify the effects of each component of these programs.
Provide an implementation schedule for each component.
Identify the person or agency responsible for monitoring and administering the program.
Who will operate the program?
How will the program be funded?
12. Does the project impact a highway, either directly or indirectly? Does it include a highway in a mitigation measure? If so:
The document must state where the project includes High Occupancy Vehicles (HOV), transitway, and/or mixed-flow improvements;
It must state how mitigation measures will promote the use of HOVs, transitway, and/or mixed-flow improvement;
It must state whether the highway improvement is included in the Caltrans District Service Management Plan.
13. Transportation improvements/projects must adhere to the following criteria:
The impact of the overall project on air quality in the long term must be analyzed on a transportation corridor level, even if the project is phased or incrementally developed.
The impact of the project on air quality must be compared with the impacts of the project alternatives, on a transportation corridor level. The alternatives must also be compared with each other.
The demand-management strategies, HOV improvements, and transit are required to be evaluated as alternatives (and as mitigation measures if necessary).
14. **ALL PROJECTS MUST STATE THE FOLLOWING:**
 - o Whether they are included in the Regional Transportation Improvement Program;
 - o Whether they are consistent with local planning documents;
 - o Whether they are identified as constrained or unconstrained in the Regional Mobility Plan;
 - o Whether they are consistent with the specific policy elements of the Regional Mobility Plan, Section IV.
15. What are the impacts (if any) of the project on:
Water,
Wastewater treatment,
Solid and hazardous waste,
Energy,
School facilities?

Environmental documents will be reviewed by SCAG at the appropriate time within the public review period, or under public hearing procedures.

Please send three copies of the documents when they are ready for distribution.

**FOR ADDITIONAL INFORMATION, PLEASE CALL
THE SCAG CLEARINGHOUSE
(213) 236-1800**



**South Coast
AIR QUALITY MANAGEMENT DISTRICT**

9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-8200

January 10, 1991

Mr. Michael Bouvier
City of Stanton, Planning Division
10660 Western Ave., P.O. Box "J"
Stanton, CA 90680

Dear Mr. Bouvier:

Subject: Notice of Preparation of a Draft Environmental Impact Report for City of Stanton Consolidated General Plan EIR

District #ORC901228-01

Thank you for the opportunity to comment on the above referenced environmental document. District staff has reviewed and assessed potential impacts that may result from the above referenced project.

Preliminary staff assessment indicates that the proposed project may adversely affect air quality. Appropriate mitigation measures should be incorporated into the proposed project to reduce air quality impacts to insignificant level. Refer to the District's "Air Quality Handbook for Preparing Environmental Impact Reports" to assess and mitigate adverse air quality impacts. Attached is Exhibit A, a list of potential emissions sources and mitigations measures for projects similar to the above listed project.

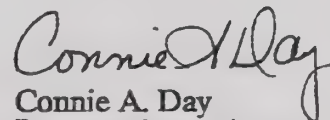
Upon completion of the Draft Environmental Impact Report, please forward two copies to:

South Coast Air Quality Management District
Planning Division
9150 Flair Drive
El Monte, CA 91731

Attn: Connie A. Day
EIR Review Program Supervisor

If you have any questions, please call me at (818) 307-4507.

Yours truly,


Connie A. Day
Program Supervisor

CAD:al

Enclosure

(NO LETTERS: JANLTRS)

EXHIBIT A

POTENTIAL EMISSION SOURCES AND MITIGATION MEASURES

- A. To Minimize Construction Activity Emissions
 - o Water site and equipment in the morning and evening.
 - o Spread soil binders on site, unpaved roads, and parking areas.
 - o Re-establish ground cover on construction site through seeding and watering.
- B. Reduce Construction Equipment Emissions
 - o Wash off trucks leaving site.
 - o Properly tune and maintain all equipment.
 - o Use low-sulfur fuel for equipment.
- C. Reduce Construction-Related Traffic Congestion
 - o Provide rideshare incentives.
 - o Provide transit incentives for construction personnel.
 - o Configure construction parking to minimize traffic interferences.
 - o Minimize obstruction of through-traffic lanes.
 - o Provide a flagperson to guide the traffic properly.
 - o Schedule operations affecting roadways for off-peak traffic hours.
- D. Limit Emissions From Vehicle Trips and Roadway Construction
 - o Operate a Transportation management Plan per SCAQMD regulation XV.
 - o Provide commuter rideshare incentives.
 - o Provide commuter transit incentives.
 - o Promote Transportation Demand Management Associations.
 - o Establish a program of alternative work schedules.
 - o Establish a telecommuting program.
 - o Schedule goods movements for off-peak traffic hours.
 - o Promote local shuttle and regional transit systems.
 - o Provide dedicated turn lanes as appropriate.
 - o Provide transit shelters.
 - o Provide bicycle lanes, storage areas and amenities.
 - o Ensure efficient parking management.
 - o Prioritize Construction of HOV lanes.
 - o Work closely with cities in the region to implement TDM goals.
- E. Minimize Indirect- Source Emissions
 - o Implement energy conservation measures beyond state and local requirements.
 - o Install energy-efficient street lighting.
 - o Include energy costs in capital expenditure analyses
 - o Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY—12 Civic Center Plaza, Rm. 238, Santa Ana, California 92702-4048

Mailing Address: P.O. Box 4048, Santa Ana, California 92702-4048

Phone: (714) 834-5312

Fax: (714) 834-6132

Mr. Michael Bouvier
City of Stanton
Planning Division
10660 Western Ave.
P.O. Box "J"
Stanton, CA 90680

JAN 16 1991

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for
General Plan Amendment, City of Stanton

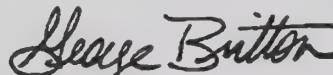
Dear Mr. Bouvier:

Airport Land Use Commission staff has reviewed the above referenced Notice of Preparation. This project is a General Plan Amendment application that will address such issues as economic development and improved quality of development. The project site incorporates all of the City of Stanton.

In accordance with Section 21661.5 of the California Public Utilities Code, the subject General Plan Amendment must be submitted to the Airport Land Use Commission for their review and determination of consistency with the Airport Environs Land Use Plan. Our experience is that the best time for the Commission to review such a project is between action by Planning Commission and City Council.

Thank you for the opportunity to review this Notice of Preparation. We look forward to discussing the project with you further. Please contact me or Lisa Cibellis at 834-2089 if you have any questions.

Very truly yours,


George Britton
Executive Officer

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
2501 PULLMAN ST.
SANTA ANA, CA 92705



Mr. Mark LLOYD
Planning Division
City of Stanton
10660 Western Avenue
P. O. Box "J"
Stanton, CA 90680

January 30, 1991
File:IGR\CEQA
NOP:Stanton
General Plan
SCH # 91011177

Subject: Notice of Preparation for the City of Stanton General Plan

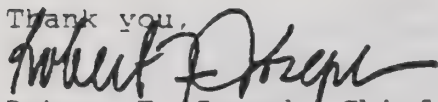
Dear Mr. LLOYD:

Thank you for the opportunity to respond to the Notice of Preparation for the City of Stanton General Plan. Caltrans District 12 provides you with the following general comments for consideration in compilation of the upcoming Draft Environmental Impact Report.

The Draft Environmental Impact Report should contain a detailed and comprehensive evaluation of the project's potential on Traffic Circulation, especially potential impacts to State Routes 22 and 39, the Garden Grove Freeway and Beach Boulevard respectively. This study should discuss potential improvements and the cumulative impacts of nearby developments, which will similarly result in increased traffic, thereby increasing demand on Caltrans facilities. Twenty year traffic (2010) Average Daily Traffic projections should be utilized so as to adequately address future as well as short term impacts.

Please continue to keep us informed of any future developments which could potentially impact our State Transportation Facilities. If you have any questions, or if we can be of any further assistance, please contact Chuck Limon at 714 724 2249.

Thank you,


Robert F. Joseph, Chief
Advance Planning Branch

cc: Ron Helgeson, HQTRS Planning
Terri Lovelady, OPR

SOUTHERN CALIFORNIA gas COMPANY

ORANGE COUNTY DIVISION • P. O. BOX 3334, ANAHEIM, CALIFORNIA 92803-3334

January 3, 1991

City of Stanton
Planning Division
P. O. Box "J"
Stanton, CA 90680

Attention: Mr. Michael Bouvier

Subject: EIR - City of Stanton
Consolidated General Plan and EIR

This letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project can be served from an existing main as shown on the attached atlas sheet without any significant impact on the environment. The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Residential (System Area Average)Single-family

Multi-family 4 or less units

Multi-family 5 or more units

Yearly

1095 therms/year/dwelling unit

640 therms/year/dwelling unit

580 therms/year/dwelling unit

These estimates are based on gas consumption in residential units served by Southern California Gas Company during 1975 and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy. This is particularly true due to the State's insulation requirements and consumers' efforts toward energy conservation.

Estimates of gas usage for non-residential projects are developed on an individual basis and are obtained from a Market Services Staff representative by calling (714)634-3180.

We have developed several programs which are available, upon request, to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy programs, please contact this office for assistance.

Sincerely,

R. B. Aarvig
R. B. Aarvig
Technical Supervisor

DB/du
attachment



SOUTHERN CALIFORNIA WATER COMPANY

630 EAST FOOTHILL BLVD. • SAN DIMAS, CALIFORNIA 91773 • (714) 394-3600 • FAX (714) 394-0711

January 29, 1991

City of Stanton
Planning Division
P.O. Box "J"

Stanton, CA 90680

Attn: Michael Bouvier, Planning Director

Reference: Notice of Preparation of Draft EIR
City of Stanton Consolidated General Plan

Gentlemen:

Thank you for the opportunity to comment on the scope and content of the Environmental Impact Report for the City of Stanton Consolidated General Plan. The EIR should address the impact any changes in land use will have on water consumption and fire flow.

Please call me at (714) 394-3624 if you need information on the above referenced topics.

Very truly yours,

SOUTHERN CALIFORNIA WATER COMPANY

William McDonald
Chief EngineerWMM:pm
C:\WP50\BMM\STANTON

bcc: W.V. Caveney/Floyd Wicks/Central Files
Don Twomley
Tom Bunosky
Joe Young
LeRoy Barker
Art Gomez



Southern California Edison Company

P. O. BOX 2328

FULLERTON, CALIFORNIA 92633

A. D. AGUILAR
AREA MANAGER

January 10, 1991

TELEPHONE
(714) 870-3257

Mr. Michael Bouvier, Planning Director
City of Stanton
10660 Western Avenue
P.O. Box J
Stanton, CA 90680

Dear Mr. Bouvier:

Thank you for giving Southern California Edison an opportunity to review the city's Notice of Preparation for the consolidated general plan and environmental impact report.

Our preliminary review has determined that the project will not significantly impact our operations, however, we would like to receive the draft EIR for further review and comment.

If you have any questions, please call me.

Sincerely,

A handwritten signature in dark ink, appearing to read 'A.D. Aguilar', with a large, stylized flourish at the end.

A.D. Aguilar

ADA:ra

STATE OF CALIFORNIA—THE RESOURCES AGENCY

PETE WILSON, Governor

DEPARTMENT OF FISH AND GAME

330 Golden Shore, Suite 50
Long Beach, CA 90802
(213) 590-5113



January 30, 1991

Mr. Mark Lloyd
City of Stanton, Planning Division
10660 Western Avenue
Stanton, California 90680

Dear Mr. Mark Lloyd:

We have reviewed the Notice of Preparation of a Draft EIR for the Stanton General Plan project SCH # 91011177. To enable our staff to adequately review and comment on this project, we recommend the following information be included in the Draft EIR:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and their maintenance in a natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife but also to include direct benefit to wildlife and wildlife habitat. Those discussions should recognize the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

Mr. Mark Lloyd

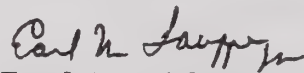
-2-

January 30, 1991

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Kimberly McKee of our Environmental Services staff at (213) 590-5137.

Sincerely,


Fred Worthley
Regional Manager
Region 5

cc: Office of Planning & Research



CITY OF ANAHEIM, CALIFORNIA

Planning Department

January 15, 1991

Michael Bouvier, Planning Director
City of Stanton
Planning Division
10660 Western Avenue
Stanton, California 90680

RE: NOTICE OF PREPARATION (NOP) FOR THE CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR

Dear Mr. Bouvier:

Thank you for the opportunity to review and comment on the above-referenced material.

The City of Anaheim has no comment on this project at this time, however, we are interested in receiving a copy of the Draft Environmental Impact Report. It may be forwarded to my attention at the address listed below.

Sincerely,

Karen L. Freeman
Associate Planner

KLF:bp
PL1031KF

Mr. Michael Bouvier
Page 2

OPEN SPACE/RECREATION

The following recommendations are offered:

1. Master Plan of Regional Recreation Facilities

The proposed Los Alamitos Naval Air Station Regional Park is in the vicinity of the City of Stanton. Accordingly, likely impacts to the operation of the facility when it becomes a County facility, should be addressed.

2. Master Plan of Regional Riding and Hiking Trails

No Regional Riding and Hiking Trails are within the project area.

3. Local Parks

The method of fulfilling the City's Local Park Code should be addressed.

4. Resources Element

No impacts have been identified.

MEASURE M - GROWTH MANAGEMENT ELEMENT

Measure M, which provides tax revenues for critical road projects, was passed by Orange County voters on November 6, 1990. With the adoption of Measure M, local jurisdictions are required to adopt a Growth Management Element to their general plan. The purpose of the Element is to mandate that growth and development be based upon the jurisdiction's ability to provide an adequate circulation system pursuant to the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component." Specifically, the Element must address the following issues: 1) Level of Service (LOS) standards for arterials, 2) development mitigation and 3) development phasing and annual monitoring.

A draft model Growth Management Element has been distributed which cities may use as a basis for adopting their own element by the April 1992 deadline. In addition, a Measure M Implementation Manual is currently being developed to assist cities in complying with the numerous requirements in a timely fashion. A number of workshops are scheduled for the coming months which will focus on the various requirements.

AIR QUALITY SUBELEMENT

With the adoption of the 1989 AQMP on March 17, 1989, local governments are responsible for developing an Air Quality Element/Component which sets forth the policy framework for implementation of certain control measures in Appendix IV-G of the 1989 AQMP. In order to most effectively implement the AQMP control measures, the County is coordinating with various agencies and the League of Cities on the development of a comprehensive AQMP implementation program. The County is currently working through the following groups to develop an implementation program: an interdepartmental Air Quality Management Executive Steering Committee that includes County agency/department

Mr. Michael Bouvier

Page 3

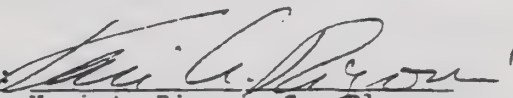
heads as well as representatives from OCTC, OCTD, OCSD, TCA and the League of Cities: the Regional Advisory and Planning Council; the City-County Coordination Committee Ad Hoc AQMP Implementation Committee, and the SCAQMD.

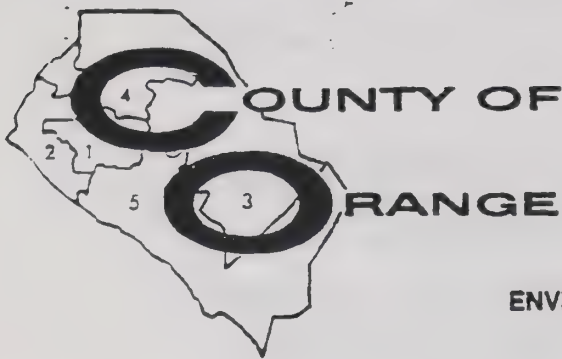
The County of Orange encourages the City of Stanton to become a contributing member to this coordinated countywide effort. The County would be very receptive to meeting with the City to discuss any issues regarding an air quality implementation program.

Thank you for the opportunity to respond to the proposed regulations. If you have questions, please call Kari Rigoni at (714) 834-2109.

Very truly yours,

Joan S. Golding, Program Manager
Regional Coordination Office

By: 
Kari A. Rigoni, Sr. Planner



MICHAEL M. RUANE
DIRECTOR, EMA

12 CIVIC CENTER PLAZA
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

TELEPHONE:
(714) 834-2306
FAX # 834-2395

ENVIRONMENTAL MANAGEMENT AGENCY

JAN 30 1991

FILE

Michael Bouvier, Planning Director
City of Stanton Planning Division
10660 Western Avenue
Stanton, CA 90680

NCL 90-178

SUBJECT: NOP for Stanton Consolidated General Plan and EIR

Dear Mr. Bouvier:

The above referenced item is an Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the City of Stanton. The project is located south of Katella Avenue, north of Stanton Park, west of Beach Boulevard, and east of the Southern Pacific railroad track. The project will construct a new civic center, senior citizen apartments, condominiums, and a commercial center. The County of Orange has reviewed the NOP resulting in the following comments:

BICYCLE TRAILS

Although no regional bicycle trails are within the immediate vicinity, the project should include storage facilities (lockers, racks, etc.) for bicycles as part of its design.

AIR QUALITY

This project would exceed several "threshold levels for land use" that are suggested by the South Coast Air Quality Management District to determine the significance for air quality impacts. Hence, the air quality analysis for this project should be prepared in accordance with the techniques recommended by the California Air Resources Board and the South Coast Air Quality Management District.

CIRCULATION

A traffic study should be prepared to address the circulation impacts of the proposed project. Attached is a list of items typically considered by the County in our review of traffic studies. We would like to receive a copy of the study when it is completed.

4. Long range capacity analysis for cumulative projects in the project vicinity.
5. Circulation impacts on the arterial highway system at project buildout.
6. If the project is within unincorporated Orange County, the study should demonstrate consistency with the County's Growth Management Plan objectives.

MITIGATION MEASURES:

1. Transportation Systems Management (TSM) methods to reduce traffic should be addressed.
2. Evaluation of proposed mitigation measures for responsiveness to General Plan goals. If the project is within unincorporated Orange County, such measures should be evaluated for responsiveness to the County's Growth Management Plan criteria.

GENERAL:

1. Effects of any proposed circulation changes to the County's Circulation Element.
2. Report is to be signed by a registered traffic engineer.

COUNTY OF ORANGE, EMA. TRANSPORTATION PLANNING DIVISION
GENERAL TRAFFIC STUDY REQUIREMENTS

SHORT RANGE ANALYSIS:

1. Description of existing arterial highway system in the project vicinity.
2. Current ADT and peak-hour counts for roadways impacted by the project.
3. Turn movement counts for the hour of greatest traffic flow should be shown for the intersections with projected increases greater than one percent at any critical movement.
4. Vehicle trip generation of the proposed project.
5. Trip distribution pattern of the traffic generated by the project.
6. Clearly show project ingress/egress points.
7. List and describe other projects in the vicinity of the subject project that have recently been approved or are presently being reviewed.
8. Analyze existing traffic conditions with and without project generated traffic at intersections in the project vicinity.
9. Capacity analysis of roadways in the vicinity including peak hours intersection capacity calculations. Two scenarios should be analyzed; with and without project.
10. An estimation of traffic impacts on local collector streets in the vicinity of the project and recommendations to mitigate those impacts consistent with General Plan policy. If the project is within unincorporated Orange County, the study must demonstrate project consistency with the County's Growth Management Plan, traffic level of service policy.

LONG RANGE ANALYSIS:

1. Description of roadway improvements that are to be made in the vicinity of the project as shown on the County's Master Plan of Arterial Highways (and City's Master Plans if applicable).
2. Long range traffic forecasts on adjacent arterials, (ADT and peak-hour) for two scenarios, with and without the project.
3. Long range capacity analysis for two scenarios; with and without the project, including projected intersection capacity calculations under General Plan buildout conditions.



CITY OF ANAHEIM, CALIFORNIA

Planning Department

January 15, 1991

Michael Bouvier, Planning Director
City of Stanton
Planning Division
10660 Western Avenue
Stanton, California 90680

RE: NOTICE OF PREPARATION (NOP) FOR THE CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR

Dear Mr. Bouvier:

Thank you for the opportunity to review and comment on the above-referenced material.

The City of Anaheim has no comment on this project at this time, however, we are interested in receiving a copy of the Draft Environmental Impact Report. It may be forwarded to my attention at the address listed below.

Sincerely,

Karen L. Freeman
Associate Planner

KLF:bp
PL1031KF

BEST, BEST & KRIEGER

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

LAWYERS

ARTHUR L. LITTLEWORTH*
 GLEN E. STEPHENS*
 WILLIAM R. DEWOLFE*
 BARTON C. GAUT*
 PAUL T. SELZER*
 DALLAS HOLMES*
 CHRISTOPHER L. CARPENTER*
 RICHARD T. ANDERSON*
 JOHN D. WAHLIN*
 MICHAEL D. HARRIS*
 W. CURT EALY*
 THOMAS S. SLOVAK*
 JOHN E. BROWN*
 MICHAEL T. RIDDELL*
 MEREDITH A. JURY*
 MICHAEL GRANT*
 FRANCIS J. BAUM*
 ANNE T. THOMAS*
 D. MARTIN NETHERY*
 GEORGE M. REYES*
 WILLIAM W. FLOYD, JR.*
 MICHAEL A. CRIST*
 GREGORY L. HARDE*
 KENDALL H. MACVEY*

CLARK H. ALSOP*
 DAVID J. ERWIN*
 MICHAEL J. ANDELSON*
 DOUGLAS S. PHILLIPS*
 ANTONIA GRAPHOS*
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 VIRGINIA A. ETTINGER*
 EUGENE TANAKA*
 BASIL T. CHAPMAN*
 TIMOTHY M. CONNOR*
 VICTOR L. WOLF*
 DANIEL E. OLIVER*
 DANIEL J. McHUGH*
 MARC E. EMPEY*
 JOHN R. ROTTSCHAEFER*
 MARTIN A. MUELLER*
 J. MICHAEL SUMMEROUR*
 HOWARD B. GOLDS*
 MARGARET F. TANAKA*
 JEFFERY J. GRANDALL*
 SCOTT C. SMITH*
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January 25, 1991

Mr. Mark Lloyd
 Planning Manager
 City of Stanton
 10660 Western Avenue
 Stanton, CA 90680

Re: Anaheim Union High School District Comments
 Regarding City of Stanton Consolidated General Plan
 and Environmental Impact Report

Dear Mr. Lloyd:

This law firm acts as special counsel to the Anaheim Union High School District. We have been asked by the District to respond to your Notice of Preparation of Draft Environmental Impact Report dated December 26, 1990, regarding the preparation of a consolidated General Plan and Environmental Impact Report for the City of Stanton (the "City"). As a local taxing agency affected by any development within its attendance boundaries, the District is of course concerned about impacts to the District resulting from the proposed revision of the City's General Plan. The District provides public education school services to the residents and taxpayers of the City of Stanton. The District has therefore asked us to present its initial comments regarding the project.

The District believes it would be most helpful to schedule a scoping session pursuant to State CEQA Guidelines section 15082 with the City's planners and planning consultant to discuss the District's concerns. Please contact me at your earliest convenience to schedule such a scoping meeting. Prior to a scoping session, the District cannot provide you with exact information regarding all significant impacts, mitigation measures and suggested alternatives. However, we are prepared to outline some basic areas of concern to the District.

LAW OFFICES OF
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Mr. Mark Lloyd
January 25, 1991
Page 2

Given the scope of this comprehensive review and revision of the City's General Plan, the matters of particular interest to the District include whether or not this proposal will have an effect upon, or result in a need for, a new or altered public education facilities or services. A revision of the General Plan could result in substantial increases in demand for public school services or change in existing developer fee allocation.

The District is additionally concerned that new and possibly altered student generation patterns both within and outside the City may result from the General Plan revision. Increases in student population could also, of course, result from new employment opportunities created by any new commercial and industrial development. We understand that materials and information available from the Southern California Association of Governments, among others, can be used to establish models demonstrating student population impacts of commercial/industrial development on school districts and, therefore, urge the incorporation of such models in the EIR's discussion of these potential impacts resulting from the General Plan amendment. We also have attached a copy of a recent report prepared for the District regarding school facility fees for development projects. We would also be interested in the cumulative effects of residential housing or other projects proposed to result from any development projects in the City.

Potential impacts exist in the areas of air quality, noise, traffic circulation and recreational opportunities. Each of these areas of potential impacts might rise to significant levels and we additionally point out that each may have interactive effects on school services and students that require examination in the EIR. For example, studies of changes in traffic circulation and intensity resulting from the project should include discussion of how increased traffic volume might result in and around schools or affect students going to and from school. Similarly, short and long range air quality impacts of construction and increased commercial and industrial activity, as well as increased emission generated by vehicles travelling down neighborhood streets where schools are located, should be examined as to their effects on schools and school children. Often school sites are considered "noise sensitive" land uses, which require mitigation measures.

Increased need for park and recreation space due to population increases should be evaluated with an eye toward minimizing reliance on current school playground space or mitigating the effects of such reliance should it be necessary. All potentially significant impacts of the project should be evaluated in like manner, i.e., to determine whether school facilities and school children might be adversely affected. In keeping with CEQA's requirement that secondary or indirect consequences of a

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Mr. Mark Lloyd
January 25, 1991
Page 3

project be examined, we would further suggest that the EIR study the extent to which physical changes, including, but not limited to, overcrowded classrooms might result from economic or social effects of the project.

Mitigation measures should be devised for any of the above-referenced potential impacts if discovered to be significant. Examples of mitigation measures which may be required include, but are not limited to, provision of signaling devices and crossing guards to mitigate traffic impacts on school areas, sound proofing and air conditioning of school buildings and funding for the acquisition of school sites, construction of facilities and expansion of existing playground space.

We look forward to assisting you in focusing your draft Environmental Impact Report to properly identify all probable environmental effects and propose adequate measures for their elimination or mitigation. In that regard, please include the undersigned on all mailing lists for distribution of notices as well as copies of all documents in connection with this matter. Please contact me at your earliest convenience regarding the scheduling of a scoping meeting to further discuss these issues.

Very truly yours,



John E. Brown
of Best, Best & Krieger
Special Counsel
Anaheim Union High School District

MO:mo

cc: Rita Newman, Asst. Superintendent/
Business Services

ANAHEIM CITY SCHOOL DISTRICT

ANAHEIM, CALIFORNIA

RESOLUTION NO. 1989-90/25

A RESOLUTION OF THE BOARD OF EDUCATION OF
THE ANAHEIM CITY SCHOOL DISTRICT INCREASING
THE AMOUNT OF SCHOOL FACILITIES FEES TO BE
LEVIED ON NEW CONSTRUCTION

WHEREAS, the State Legislature, in Government Code Sections 53080 et seq., has established a school fee program which, in practical effect, requires this Board of Education to levy fees against all new residential, commercial and industrial development projects within the District for the purpose of funding the construction and reconstruction of school facilities; and

WHEREAS, this Board has previously undertaken a comprehensive study of the District's school facilities, the amount of development occurring within the District's boundaries, the pupils generated by such development, and the costs of constructing permanent and relocatable facilities to meet the pupil needs generated by such new development; and,

WHEREAS, based upon that study and information and testimony presented to us, this Board levied a fee against all new residential, commercial and industrial development in the amounts of \$1.50 and \$0.25 per square foot of covered or enclosed space, respectively; and

WHEREAS, Government Code Section 65995 requires the State Allocation Board at its January meeting to increase the maximum amount of school fees which may be levied under the State's school fee program according to the adjustment for inflation set forth in the statewide cost index for Class B construction; and

WHEREAS, the State Allocation Board has made the determination that based upon the 1990 adjustment in the statewide cost index for Class B construction, the maximum amount of school fees which may be levied pursuant to Government Code Section 53080 on new residential development is \$1.58 per square foot of assessable residential space, and the maximum amount of school fees which may be levied pursuant to Government Code Section 53080 on commercial and industrial development shall remain at \$0.26 per square foot of chargeable space or enclosed space; and

WHEREAS, notwithstanding this District's continuing levy of school fees, this District's school facilities continue to be overcrowded and our educational programs seriously impacted by increasing student population caused by new residential, commercial and industrial development; and

WHEREAS, this Board has again undertaken a comprehensive study of the District's school facilities, the pupils generated by new residential, commercial and industrial development within the District and the costs associated with constructing permanent and relocatable school facilities to meet the pupil needs generated by

such new development. Based upon that study, this Board has determined that the actual costs of providing school facilities at all grade levels for new construction exceeds the maximum amount of fees which, by law, this District may levy; and

WHEREAS, the District's comprehensive report justifies the District's imposition of school fees on commercial and industrial development by analyzing specific categories of commercial and industrial development, all of which were determined to impact this District's facilities based upon the square footage of the development, the anticipated number of employees and the number of new students generated by such employees; and

WHEREAS, this Board deems it to be in the best interests of the students, teachers, parents and electorate of this District that the District increase its school facilities fee by two cents to \$1.58 per square foot of assessable space for residential development. There shall be no increase in the existing facilities fee assessed against commercial and industrial development; and

WHEREAS, enactment of this fee increase has been reviewed by the District's Board and staff under the California Environmental Quality Act; and

WHEREAS, no city or county may issue a building permit for any new residential, commercial and industrial development within this District without a certification by this District of compliance with the Government Code's school fee requirements; and

WHEREAS, the appropriate land use jurisdictions will be notified of this necessary change in school fee calculations and will be requested to continue to work with the District to assure that the school fee program benefits the residents and students of our community; and

WHEREAS, this District, for the ten days prior to its public meeting, has made available to the public, data indicating the estimated cost required to provide the service for which this fee is levied and the revenue sources anticipated to provide the service, has mailed notice at least fourteen days prior to this meeting to all interested parties who have requested notice of the District fee increases, and has held a duly noticed, regularly scheduled public meeting at which oral and written testimony was solicited/received regarding the proposed fees;

NOW, THEREFORE BE IT RESOLVED by the Board of Education of the Anaheim City School District as follows:

SECTION 1. Pursuant to California Government Code Section 53080, this Board hereby increases the amount of school fees it levies against all new residential development by the amount of \$1.58 per square foot of assessable residential space.

SECTION 2. This Board has taken into account the results of its comprehensive study adopted earlier and hereby finds, based upon that study and the information and testimony presented to it, as follows:

2.1 The information set forth on pages 9 through 22 of our comprehensive study demonstrates that there is a reasonable relationship between the use of the fee for new and reconstructed school facilities and the residential, commercial and industrial development projects on which the fee will be imposed.

2.2 This same information found on pages 9 through 22 of our comprehensive study demonstrates that there is a reasonable relationship between our need for new and reconstructed school facilities and the fact that new residential, commercial and industrial construction is occurring at a rapid pace within our District.

2.3 This same material (pages 9 through 22 of our comprehensive study) along with the Executive Summary in the same study demonstrates that the amount of the fees we can levy will not cover anywhere near the cost of the public facilities (our classrooms and related construction) attributable to the residential, commercial and industrial development on which these fees are to be imposed. Therefore we are certain that more than a "reasonable relationship" exists between our fee amounts and the cost of building school facilities.

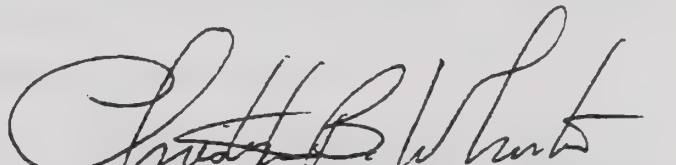
SECTION 3. District staff is hereby instructed to work with the appropriate land use jurisdictions to ensure compliance with the California Government Code Section 53080 which provides that no city or county may issue a building permit for any

development project within this District without certification by this District of compliance by that development project with the fee requirements of this resolution.

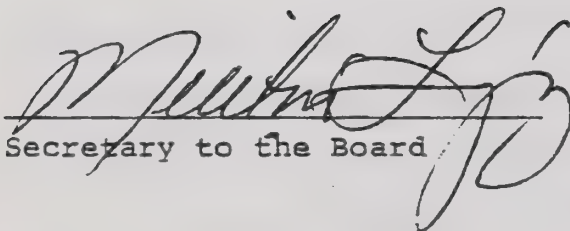
SECTION 4. District staff is hereby instructed to transmit certified copies of this resolution to all appropriate land use jurisdictions issuing building permits within the District to inform each of them of the District's increased fees for residential development.

SECTION 5. This Board wishes to give sixty (60) days notice of this fee increase and to provide that the fee increase shall not go into effect until after that sixty day period has run. For these reasons, this resolution shall go into effect at the opening of the school business day on July 1, 1990.

ADOPTED this 24th day of April, 1990 at Orange County, California.


President Board of Education
Anaheim City School District

ATTEST:


Secretary to the Board

**UPDATE to JUSTIFICATION REPORT
for
SCHOOL FACILITY FEES
COMMERCIAL, INDUSTRIAL AND RESIDENTIAL DEVELOPMENT PROJECTS**

ANAHEIM UNION HIGH SCHOOL DISTRICT

Anaheim, California

March 30, 1990

Anaheim Union High School District
501 Crescent Way
Anaheim, California 92803
(714) 999-3556

Cynthia Grennan, Superintendent
Rita Newman, Assistant Superintendent

UPDATE to JUSTIFICATION REPORT
for SCHOOL FACILITY FEES
COMMERCIAL, INDUSTRIAL AND RESIDENTIAL
DEVELOPMENT PROJECTS

ANAHEIM UNION HIGH SCHOOL DISTRICT
Anaheim, California

March 30, 1990

EXECUTIVE SUMMARY

Factors used to justify School Facility Fees in the Anaheim Union High School District are analyzed and found to continue to reflect conditions in the District. Continued development of residential and commercial/industrial projects in the District contributes to a continuing need for school facilities and a continuing need to levy fees to mitigate these growth-related needs.

I. OVERVIEW

This update report re-examines the impact of commercial, industrial and residential development projects on the Anaheim Union High School District ("District") as analyzed in the Justification Report adopted on June 15, 1989 by the District Board of Trustees. Based on the factual basis set forth in that Justification Report, the Board of Trustees adopted Resolution 1988/89-B-22 which, pursuant to Calif. Government Code Section 53080, established School Facility Fees for the District at the rate of \$0.78 per square foot for residential developments and \$0.26 per square foot for commercial and industrial developments. That Resolution remains in effect.

A review of the District's fee program is appropriate at this time for three reasons:

- As provided by Calif. Government Code Section 65995, the maximum fee amount which may be levied by a school district increased on January 24, 1990 to \$1.58 per square foot from \$1.56 per square foot

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 2

for residential developments, and remained unchanged at \$0.26 per square foot for commercial and industrial developments.

- The District's obligation under the "Local Matching Share Requirement" (Calif. Education Code Section 17705.5) will increase on July 1, 1990 to reflect the higher maximum fee amount.
- Various laws concerning School Facility Fees have been amended and have placed new requirements on school districts. Most of these changes were contained in Chapter 1209, Statutes of 1989, which is commonly known as AB 181.

This report will review the effect of these changes on the District and Resolution 1988/89-B-22 by addressing each significant change and evaluate whether the Justification Report's conclusions must be changed. Further, demographic and facility changes in the District since the adoption of Resolution 1988/89-B-22 will be evaluated to see if the 1989 Justification Report's conclusions must be changed. Finally, the analysis is compared to the higher fee amount to determine whether the District is justified adopting a new Resolution setting School Facility Fees at the new maximum rate for developments within the District.

It is important to note that the School Facility Fee statutes have given school districts the authority to levy fees on development projects, but have prevented school districts from collecting amounts greater than the amounts set forth in law from developers of new homes and commercial or industrial buildings. (Other mitigation agreements that are not related to development of specific projects are permitted.) Further, any fee imposed by the District must be shared by the elementary school district serving that development project. At the present time, fees are divided evenly between the districts, with the District collecting one-half of the fee amount (\$0.78 and \$0.13 per square foot respectively for residential and commercial/-industrial developments).

II. CHANGES REQUIRED BY 1989 LEGISLATION

This section addresses the major changes enacted since Resolution 1988/89-B-22 was adopted by the Board of Trustees.

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 3

A. Threshold for Residential Additions

Residential additions of less than 500 square feet are exempt from payment of School Facility Fees, while additions of more than 500 square feet are subject to fees on the entire area of the addition. Formerly, this exemption applied to projects with a value of less than \$20,000.

Effect on 1989 Justification Report: None

B. Other Projects Exempt from School Facility Fees

Commercial parking garages, tax-exempt religious buildings, private full-time day schools and government buildings are now exempt. Certain types of housing for senior citizens is charged a School Facility Fee not greater than the rate for commercial and industrial projects.

Effect on 1989 Justification Report: None

C. "Assessable" Rather than "Habitable" Space

The basis for determining how many square feet in a residential project are to be charged a fee was clarified.

Effect on 1989 Justification Report: None

D. Requirements for Collecting Fees Prior to Occupancy

AB 181 reinforced that School Facility Fees on residential projects are to be collected at the time of final inspection or occupancy unless three tests are met. The three tests are defined in Calif. Government Code Section 66007(b) and are (1) an account has been established, (2) an appropriation has been made, and (3) a proposed construction schedule or plan has been adopted.

Effect on 1989 Justification Report: None, however, these three items must be addressed by the District.

E. Justification of Fees on Commercial/Industrial Projects

Calif. Government Code Section 53080.1(e) clarified that fees may be levied on categories of commercial and industrial projects if the District finds that all projects within that category of development project is subject to the fee levy. This resolved the argument that a school district must compute the impact individually for every project.

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 4

Effect on 1989 Justification Report: None, categories reflecting all types of commercial and industrial development projects anticipated for the District were analyzed in the report; all categories listed in statute are included in categories analyzed in 1989 Justification Report.

Calif. Government Code Section 53080.1(e) also requires the District to conduct a study of the impact from commercial and industrial projects and to use employee generation estimates that are based on commercial and industrial factors within the District.

Effect on 1989 Justification Report: None, as a study was conducted for the Justification Report and factors computed from data unique to the District was used to perform the analysis.

Calif. Government Code Section 53080.1 further requires the District to establish an appeal procedure if fees are levied on the basis of categories of commercial and industrial projects.

Effect on 1989 Justification Report: None, however, an appeal procedure must be adopted by the District if fees are to be levied based on categories of commercial and industrial development projects.

F. Adoption of School Facility Fees Exempt from Environmental Review
This change clarified a procedural step when fees are imposed or amounts changed.

Effect on 1989 Justification Report: None

G. Agreement with Other Districts

An agreement to divide fees between two districts with the same territory must be sent to the State Allocation Board.

Effect on 1989 Justification Report: None

H. Inform City/County Planning Agencies

Information on the District's fee program must be provided to the city and county planning agencies serving the area within the District.

Effect on 1989 Justification Report: None

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 5

I. Limits on Eligible Expenditures

Calif. Government Code Section 53080(a)(3) prohibits school districts from spending School Facility Fees on routine maintenance work, "the purposes of Deferred Maintenance" as defined in Education Code Section 39618, and removal of asbestos from schools except as part of an otherwise eligible project.

Effect on 1989 Justification Report: None, as the cost factor used in the Justification Report is based on reconstruction costs which remain eligible uses of School Facility Fee revenues. The District must carefully review expenditure plans to ensure that it remains in compliance with this section. Expenditures to date for expansion of school facilities to meet growth demands are not affected by this section.

I. Miscellaneous Provisions

Various other technical and procedural changes were enacted in 1989 but do not affect the District's justification for continued levy of School Facility Fees.

Effect on 1989 Justification Report: None

III. CHANGES TO FACTORS USED IN 1989 JUSTIFICATION REPORT

This section will examine the factors used to compute the impact of commercial, industrial and residential development projects on the District. Any changes since adoption of Resolution 1988/89-B-22 are noted.

A. Employees per Square Foot of Development

This factor is based on the broadest possible sample of similar types of projects. As the data are based on a broad sample, no change has occurred to reduce the validity of the categories and employee-per-square foot ratios.

B. Percentage of Employees Residing within the District

Factor B is based on detailed data from the 1980 Census and consequently has not changed since adoption of the Justification Report.

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 6

C. Number of New Homes per Resident Employee

Factor C is also based on detailed data from the 1980 Census and consequently has not changed since adoption of the Justification Report.

D. Number of Pupils per Home

Factor D was computed from data provided by the District and the ratio of single family to multi-family homes. The single family housing ratio has dropped to 52.6% from 55.5% as used in the Justification Report. Multiplying the factors as done in the Justification Report gives a revised pupil-per-home ratio of 0.278, which is 2.5% less than the 1989 ratio.

E. Cost of School Facility Construction and Reconstruction

The Justification Report uses a cost factor of \$3,702.50 per pupil weighted average 7-12 cost for "modernization and reconstruction". These terms were used interchangeably as the District was and is in the state "modernization" program. For purposes of the 1990 analysis, this term is clarified to be the same as reconstruction, which is a more accurate description of the projects to be undertaken by the District. The cost factor of \$3,702.50 was based on state standards and local cost assumptions and remains reasonable for projects needed in the District.

The 1989 Justification Report established that new construction would cost \$125 per square foot, and require 80 square feet per 7-8 pupil and 91 square feet per 9-12 pupil, in accordance with state new construction standards. In addition, a furniture and equipment allowance of \$250 per pupil was estimated. The weighted average cost of new construction without land is therefore \$11,166 per 7-12 pupil. Applying the revised pupil-per-home estimate to the housing estimate from the Justification Report gives a projection of 1,056 additional pupils from the 3,800 homes expected by 1995. Assuming that one-half of these students may be housed in existing facilities, one-fourth in relocatable classrooms at a cost of \$120,000 per 30 pupil relocatable classroom (\$4,000 per pupil) and one-fourth in new construction on existing sites at a cost of \$11,166 per pupil gives the following cost to accommodate students from new homes:

Anaheim Union High School District
 Update to Justification Report for School Facility Fees
 Commercial, Industrial and Residential Development Projects
 March 30, 1990
 Page 7

3,800 new homes	X 0.278 pupils per home	=	1,056 pupils
Facility Need	# of Pupils	Cost Factor	Total Cost
Existing Rooms	528 pupils X	\$0	\$0
Relocatables:	264 pupils X	\$4,000	\$1,056,000
New Construction	264 pupils X	\$11,167	2,947,824
TOTAL	1,056 pupils		\$4,003,824

This cost (\$4,003,824) is greater than the School Facility Fee revenue, based on a projection of 3,800 homes, each home with 1,300 square feet and an average fee at the new rate of one-half of \$1.58 or \$0.79. This yields a revenue projection of \$3,902,600. Even using the very conservative assumptions just described, revenues are less than projected costs.

G. Computation of Impact

Based on the preceding discussion of the five factors, the impact shown in Table 6 of the 1989 Justification Report will decrease by 2.5% based on the lower pupil-per-home ratio brought about by increased development of multi-family dwellings. For the land use category with the lowest impact per square foot, Movie Theaters, the impact per square foot decreases by 2.5% to \$0.181 from \$0.186. In both cases, using the 1989 ratio and the recomputed 1990 ratio, the impact per square foot is greater than the District's one-half proration of the maximum fee level equal to \$0.13. In other words, what was justified in 1989 remains justified in 1990.

IV. REASONABLE RELATIONSHIP AND NEED TESTS

Two tests have been devised to evaluate whether a school district is justified in imposing and collecting School Facility Fees. These tests are evaluated below.

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 8

A. Reasonable Relationship Test

"Does the need for school construction or reconstruction result from the development projects being assessed the fee?"

Each new home has been shown to produce 0.278 students in grades 7-12. As discussed at length in the 1989 Justification Report, new housing development places a continuing burden on the District by requiring continued use of existing facilities. It has remains apparent that additional facilities will be required in the future due to strong enrollment growth in the junior high schools which will soon translate to growth in the high schools (see below). Without construction of new homes, these expansions would not be needed. Development of new business locations within the District creates a continuing demand for school facilities and brings families to the District who may otherwise live elsewhere. This factor compounds the demand for school facilities. Reconstructed school facilities are needed to provide an adequate educational opportunity to all students living within the District.

B. Needs Test

"Does the District Need New or Expanded Schools?"

School attendance boundaries throughout the District were changed in 1989-90 with the changes phased-in during the upcoming school years. Table 1 shows the projected enrollment by school, Table 2 shows the change in enrollment in each of the future years (that is, for each school, each year's projected enrollment subtracted from the prior year's enrollment). Cumulative change is shown in Graph 1.

Growth in the junior high schools is shown to increase by 15% to 7,867 students in 94-95 from the current 6,855 students enrolled. High school growth in the next five years is more modest at less than one percent, to 12,912 students from the current 12,779 students enrolled. This short-term projection fails to show the impact of these large junior high classes as they move into high school (junior high has only two grades while high school has four grades).

This shows that the District needs expanded and/or new school facilities.

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 9

Growth related projects will be needed at the following schools:

Ball Jr. High
Dale Jr. High
Lexington Jr. High
Orangeview Jr. High
South Jr. High
Sycamore Jr. High
Walker Jr. High
Loara High School
Savanna High School
Western High School
Gilbert High School.

The District may elect, after careful study, to reopen a facility in place of placing modular classrooms or permanent new construction at any of these schools. Continuing development of new homes in these attendance areas creates the need for additional instructional space. Other projects may involve reconstruction of existing inappropriate spaces (example, a shop workroom no longer used due to changing curriculum and graduation requirements) to a more appropriate space needed to accommodate additional students (such as a classroom or science laboratory).

Exact projects will be identified as enrollment needs are identified at each school. For the current fiscal year, projects involve placement of relocatable classrooms at Sycamore Jr. High and payment of the District's "Match" requirement for state-funded projects at Anaheim High School, Brookhurst Jr. High, Orangeview Jr. High and Western High School.

It should be noted that other projects will be funded by the District with monies other than School Facility Fee revenues including Deferred Maintenance projects and needs not related to development of new homes and businesses. Strong demand for adult education and amnesty education courses has placed new and as-yet unfunded demands on the District.

Anaheim Union High School District
Update to Justification Report for School Facility Fees
Commercial, Industrial and Residential Development Projects
March 30, 1990
Page 10

V. CONCLUSION

The preceding discussion and analysis has shown that the Justification Report developed in 1989 and used as a basis for Resolution 1988/89-B-22 continues to reflect the school facility needs of the District and that changes occurring since adoption of that Resolution do not undermine or negate any of the findings based on the facts or analysis presented in the 1989 Justification Report.

Based on this conclusion, it is recommended that the Board of Trustees of the Anaheim Union High School District adopt a new Resolution to increase the amount of School Facility Fees to the maximum levels allowed by Calif. Government Code 65995.

Respectfully Submitted,

Rob Corley

Principal,
Rob Corley, Consultant
Ventura, California

APPENDIX B

Draft

**CITY OF STANTON
GENERAL PLAN TRAFFIC ANALYSIS**

Prepared for:

City of Stanton

Prepared by:

**Austin-Foust Associates
2020 N. Tustin Avenue
Santa Ana, California 92701**

August 9, 1991

CONTENTS

	Page
I. INTRODUCTION	
Objectives and Scope	I-1
Methodology	I-1
Performance Criteria	I-3
Definitions	I-5
References	I-7
II. TRANSPORTATION SETTING	
Existing Roadways	II-1
Current Traffic Volumes and Levels of Service	II-3
Existing Circulation Element	II-5
Regional Setting	II-5
III. LAND USE AND TRIP GENERATION	
Land Use Assumptions	III-1
Trip Generation	III-2
Regional Statistics	III-4
IV. CIRCULATION SYSTEM ANALYSIS	
Post-2010 Base Case Traffic Volumes	IV-1
Street Classifications and Improvements	IV-5
V. ALTERNATIVE MODES OF CIRCULATION	
APPENDICES	
A: Long-Range Forecasting Methodology	
B: Land Use and Trip Generation	
C: Intersection Capacity Utilization Worksheets	

LIST OF FIGURES AND TABLES

Page

FIGURES

I-1	Analysis Area	I-2
II-1	Existing Circulation System	II-2
II-2	1990 ADT Volumes and V/C Ratios	II-4
II-3	Intersection Location Map	II-6
II-4	Existing Lane Configurations	II-8
II-5	Existing Circulation Element	II-9
III-1	OCTAM-II Zones	III-5
IV-1	Post-2010 Circulation System (Proposed GP Circulation Element)	IV-2
IV-2	Post-2010 ADT Volumes and V/C Ratios	IV-3
IV-3	Post-2010 Lane Configurations	IV-4
IV-4	Post-2010 Lane Configurations (Committed and Possible Mitigation)	IV-7
V-1	Bus Routes	V-2
V-2	Master Plan of Bikeways	V-4
C-1	Intersection Location Map	C-2

TABLES

I-1	Circulation System Performance Criteria	I-4
I-2	Peak Hour Level of Service Descriptions	I-6
II-1	Existing ICU Summary	II-7
II-2	Summary of Beach Boulevard Super Street Improvements	II-11
III-1	Land Use and Trip Generation Summary	III-3
IV-1	Post-2010 ICU Summary	IV-6
IV-2	ICU Summary With Possible Mitigation Measures	IV-8
A-1	ADT Link Volume Summary	A-2

I. INTRODUCTION

This report presents the results of a comprehensive analysis of the City of Stanton circulation system. It was prepared to provide technical background data for the Circulation Element of the city's update to the General Plan. The material contained in this report summarizes current conditions, presents future traffic forecasts for the Proposed General Plan and discusses special issues relative to the General Plan Circulation Element.

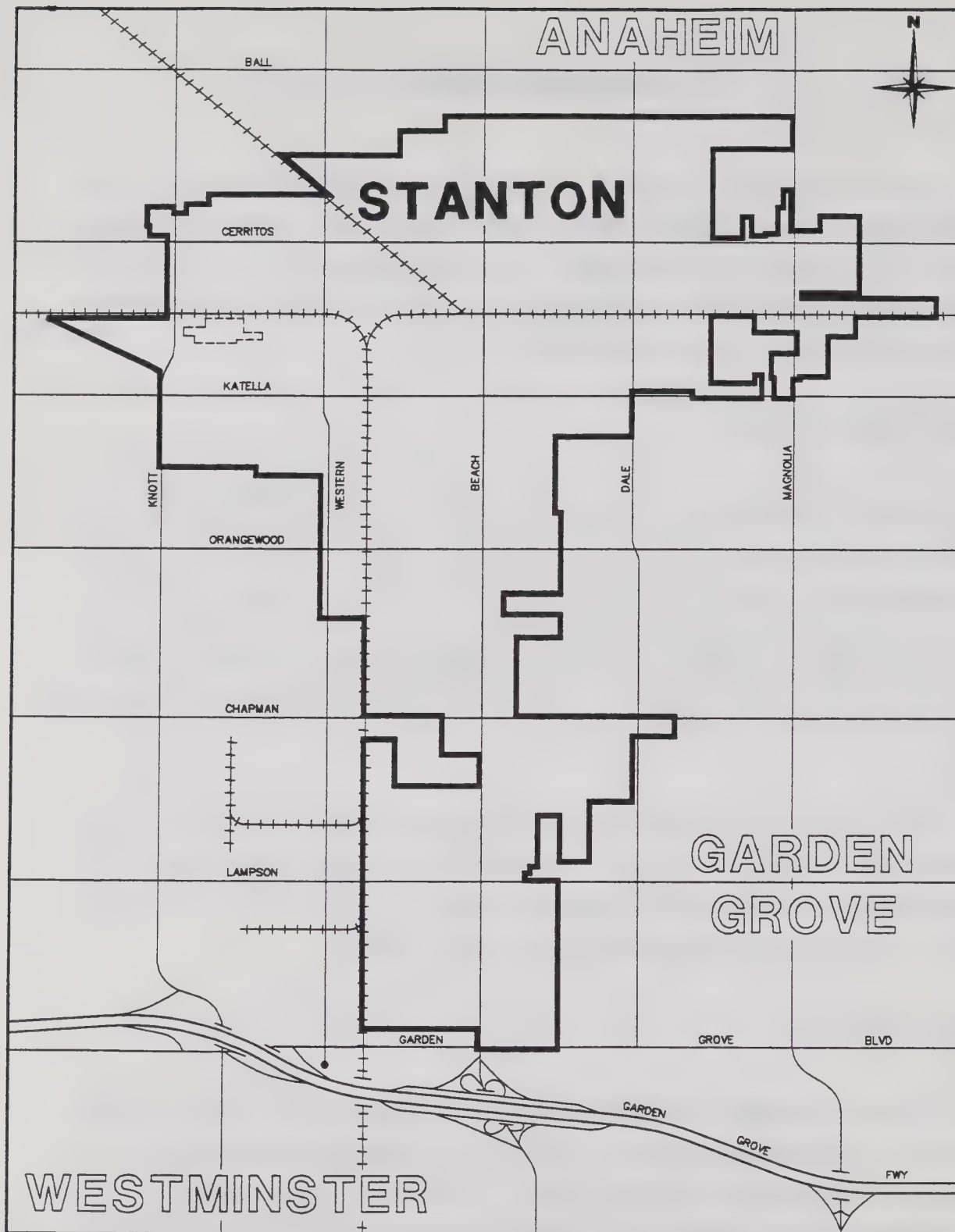
OBJECTIVES AND SCOPE

The traffic analysis material presented in this report was prepared as part of a comprehensive study to update the General Plan for the City of Stanton. The analysis recognizes the interdependency between land use and circulation, and examines the Stanton circulation system within that context. The traffic analysis has two primary objectives: first, to examine existing and future traffic demands on the circulation system; and, second, to identify the type of improvements that will be needed to serve these demands. Future land use was examined as part of the planning process.

The first part of the report summarizes prevailing traffic volumes and levels of service on the existing highway system. To provide data for this task, a comprehensive data collection effort was undertaken. For future conditions, factors were developed to forecast traffic volumes based on future land uses in the city on the city's planned circulation system.

METHODOLOGY

Long-range background information was derived by examining Post-2010 (or buildout) traffic projections for the study area illustrated in Figure I-1. The forecasts presented here assume buildout of the city's General Plan Land Use Element. Information was obtained from the Orange County Transportation Commission's (OCTC) Superstreet report for Beach Boulevard and Katella Avenue (see References 2 and 3 at end of this chapter). Independent volumes were also derived using data from the Orange County Traffic Analysis Model (OCTAM-II) maintained by the Orange



LEGEND
— ANALYSIS AREA

Figure I-1
ANALYSIS AREA

County Environmental Management Agency (EMA). Based on these sets of information and existing counts, a set of long-range volumes were prepared for the purpose of this study. They differ slightly from those contained in the Superstreet report, but are based on more recent information. A complete description of this methodology may be found in Appendix A of this report.

PERFORMANCE CRITERIA

Evaluating the ability of the circulation system to serve the desired future land uses requires the establishment of suitable "performance criteria." These criteria are the means by which future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system then assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS), and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. The most commonly used standard in urban areas is LOS "D", and is used here to designate the maximum acceptable LOS.

While it is typical to base General Plan circulation system analyses on average daily traffic (ADT), the circulation system evaluation made in this report is also based on peak hour data. Capacity needs tend to be most important at intersections, and the use of peak hour data enables intersection capacity needs to be determined. Forecasts are made at an intersection level with individual intersection turn movements being estimated, and, based on these turn movements, intersection capacity utilization (ICU) values are estimated for the AM and PM peak hours. The ICUs represent volume-to-capacity ratios for the forecast volumes and the assumed intersection lane configurations.

The performance criteria used for evaluating volumes and capacities on the city street and highway system are summarized in Table I-1. They include both ADT link volume and peak hour intersection volume criteria. The specified LOS thresholds recognize two different types of roadway:

Table I-1

**CITY OF STANTON
CIRCULATION SYSTEM PERFORMANCE CRITERIA**

The following are the performance criteria used for comparing volumes and capacities on the city street and highway system:

I. AVERAGE DAILY TRAFFIC (ADT) LINK VOLUMES

Level of Service D - Major, primary and secondary arterials

Level of Service E - Congestion Management Program designated roadways

Table A below shows ADT volumes corresponding to these levels of service.

II. PEAK HOUR INTERSECTION VOLUMES

Level of Service D - Major, primary and secondary arterials

Level of Service E - Congestion Management Program designated intersections

Table B below shows how these levels of service are specified.

**Table A
ADT LEVEL OF SERVICE VOLUMES BY FACILITY TYPES**

FACILITY TYPE	MAXIMUM VOLUME	
	LOS D	LOS E
Superstreet (8 lanes divided)	67,500	75,000
Major (6 lanes divided)	50,600	56,300
Primary (4 lanes divided)	33,800	37,500
Secondary (4 lanes undivided)	22,500	25,000
Collector (2 lanes)	11,300	12,500

**Table B
PEAK HOUR LEVEL OF SERVICE**

Peak hour intersection Level of Service (LOS) to be based on Intersection Capacity Utilization (ICU) values calculated as follows:

Saturation flow rate	1700 Vehicles Per Hour (VPH)
Clearance interval	.05 ICU

Levels of Service are as follows:

LEVEL OF SERVICE	MAXIMUM ICU VALUE
LOS A	.60
LOS B	.70
LOS C	.80
LOS D	.90
LOS E	1.00

1. State highways and superstreets as designated on the County Congestion Management Program (CMP) system, which carry a significant proportion of non-city traffic.
2. Primary, secondary and local arterials, which largely serve city traffic.

For both categories, LOS "D" is the target level of service. (Table I-2 describes traffic flow quality for different levels of service.) Such criteria would be applied consistently for evaluating land use and circulation system changes and are the basis for General Plan circulation recommendations contained in this report. The only departure from these requirements would be for Congestion Management Plan (CMP) submittals which, under County guidelines, have LOS "E" as the lowest acceptable level of service. In the city of Stanton, Beach Boulevard and Katella Avenue have been designated as part of the CMP roadway system.

DEFINITIONS

Certain terms used throughout this report are defined below to clarify their intended meaning:

ADT	Average Daily Traffic.
ICU	Intersection Capacity Utilization. A factor used to measure the volume-to-capacity ratio for an intersection and determine the level of service.
LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments. The levels range from "A" to "F", with LOS "A" representing free flow traffic and LOS "F" representing severe traffic congestion.
Peak Hour	The hour during the AM peak period (typically 7 AM - 9 AM) or the PM peak period (typically 3 PM - 6 PM) in which the greatest number of vehicle trips are generated by a given land use or are travelling on a given roadway.
VPD	Vehicles Per Day. This has the same meaning as ADT, but is generally used in a trip generation context rather than in reference to a highway volume at a selected location.
VPH	Vehicles Per Hour.

Table I-2

PEAK HOUR LEVEL OF SERVICE DESCRIPTIONS

LEVEL OF SERVICE	TRAFFIC FLOW QUALITY	ICU VALUE
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at Level of Service "E."	Above 1.00

V/C Volume-to-Capacity Ratio. This is typically described as a percentage of capacity utilized by existing or projected traffic on a segment of arterial or an intersection turn movement.

REFERENCES

1. "Phase II Inventory Report: City of Stanton Infrastructure Inventory/Analysis," Robert Bein, William Frost and Associates, March 1990.
2. "Superstreets Demonstration Project: Beach Boulevard Corridor," Parsons Brinckerhoff Quade and Douglas, Inc., March 1986.
3. "Superstreet Improvements for Katella Avenue, Technical Memorandum," Edwards and Kelcey, Inc., December 20, 1989.
4. "Trip Generation: An Informational Report," (4th Edition), Institute of Transportation Engineers, revised 1987.
5. "Stanton Civic Center Traffic Analysis," Austin-Foust Associates, February 1991.
6. "Draft Land Use Concept, City of Stanton," The Planning Center, April 24, 1991.
7. "Database for Dwelling Units, Population, and Land Use Acreage: Assumptions, Methods, and Projections Technical Appendix," The Planning Center, April 25, 1991.

II. TRANSPORTATION SETTING

This chapter describes the transportation setting of the Stanton traffic analysis area. Existing conditions are first summarized, and then the future regional context for the city circulation system is discussed.

EXISTING ROADWAYS

The existing roadway system in Stanton is illustrated in Figure II-1. The number of midblock travel lanes on individual segments of the circulation system is represented on the diagram by the band width of each roadway.

The Garden Grove Freeway (SR-22) is the major east-west route for inter-regional traffic between Long Beach and Orange County, providing three travel lanes in each direction with interchanges at Knott Avenue, Beach Boulevard and Magnolia Street. A junction with the San Diego Freeway (I-405) west of the city provides interstate access between Los Angeles and San Diego.

Several of the city's major arterials have both a regional and a local circulation role. Beach Boulevard, a six-lane State highway (SR-39), is a major north-south route through Stanton. Katella Avenue is an east-west major arterial which is currently built with four lanes through Stanton. Katella Avenue widens to six lanes west of Knott Avenue. Both have been accepted by the Orange County Transportation Commission (OCTC) as candidates for the Superstreet program. Improvements under this program will be summarized later in this chapter.

Additional north-south circulation is provided by Knott Avenue and Magnolia Avenue which are both four-lane primary roadways; Western Avenue, a four-lane secondary arterial terminating south of Garden Grove Boulevard; and Dale Avenue, a two-to-four-lane secondary arterial terminating at Garden Grove Boulevard.

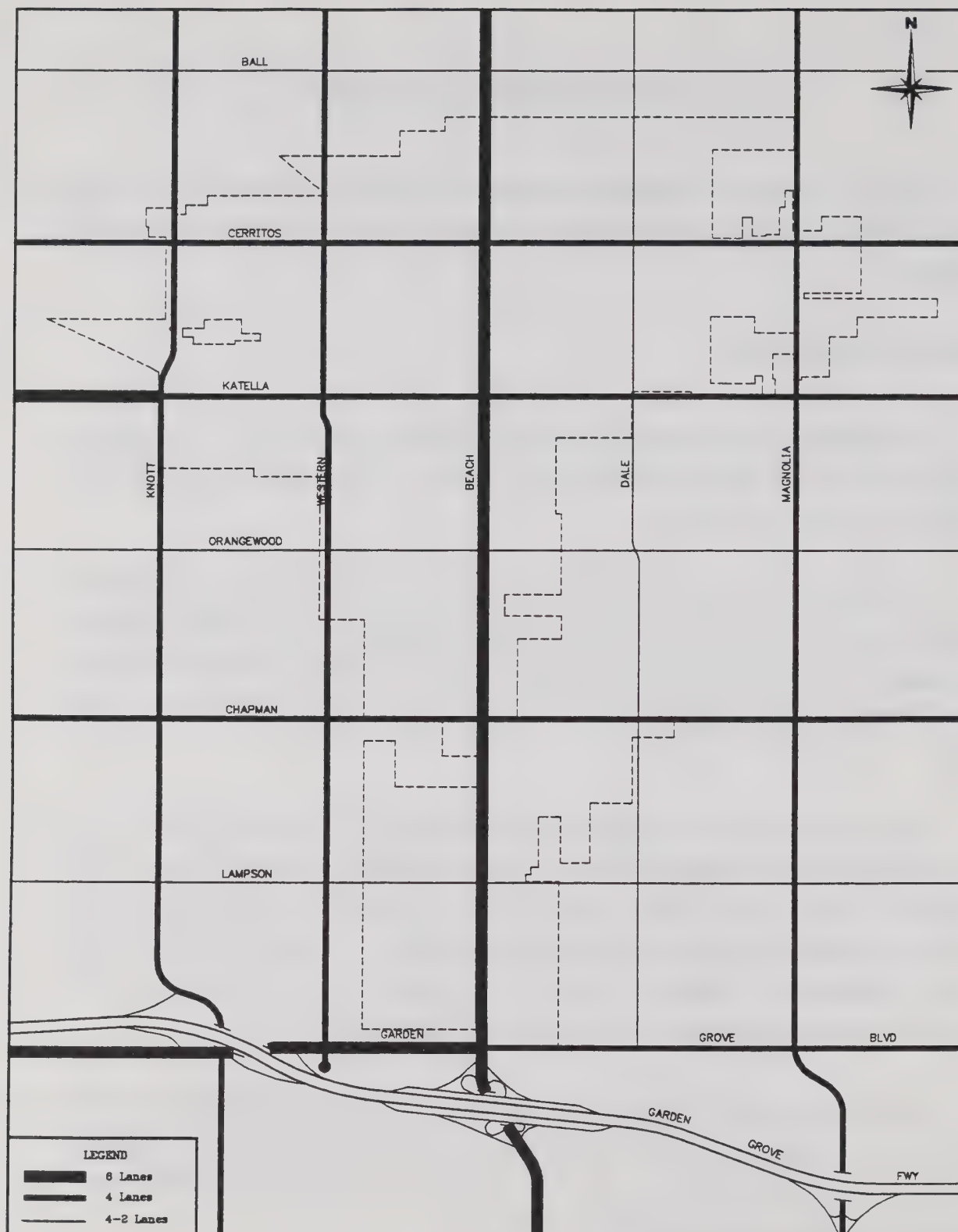


Figure II-1
EXISTING CIRCULATION SYSTEM

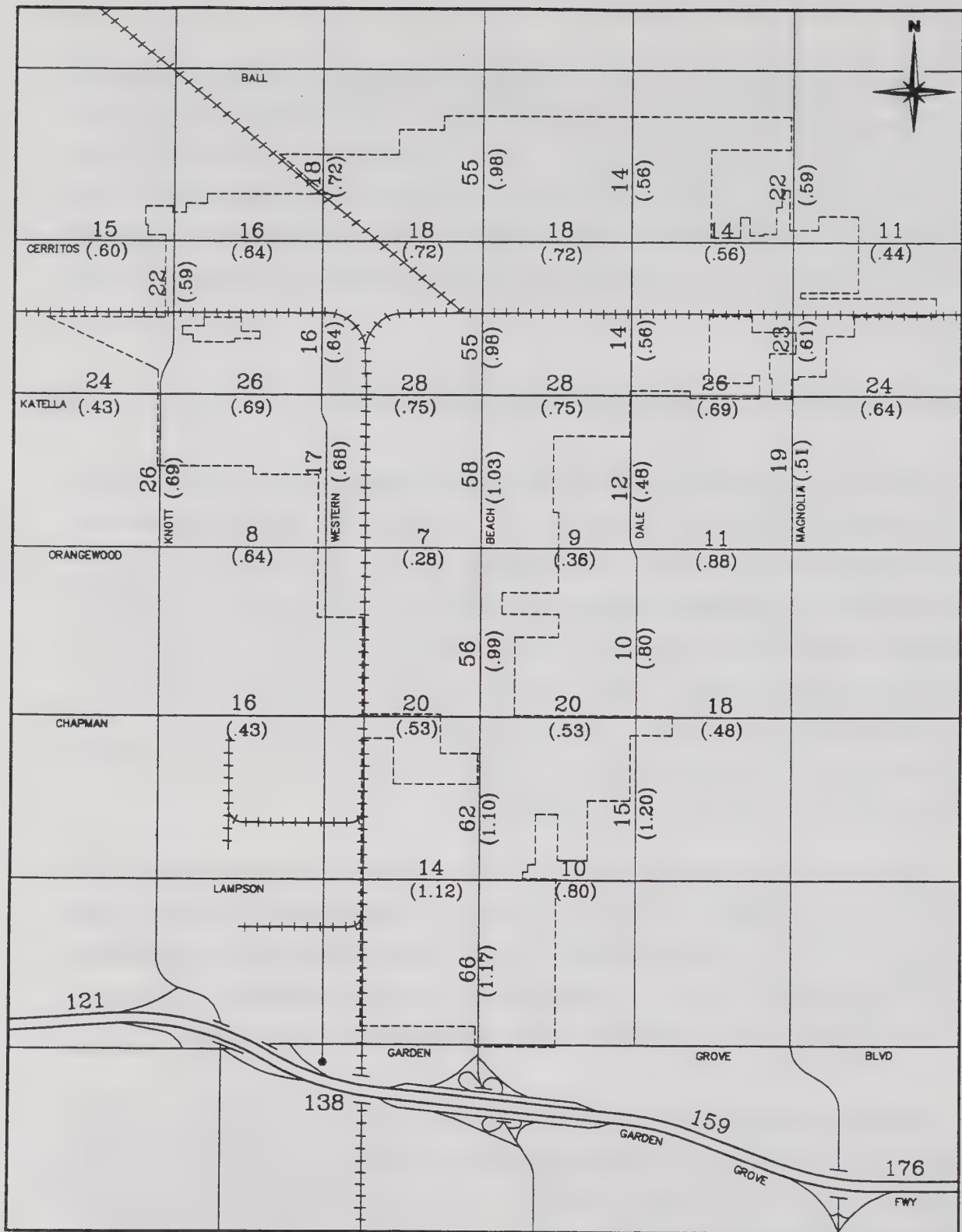
In addition to Katella Avenue, east-west circulation through the city is provided by Cerritos Avenue, Oranewood Avenue, Chapman Avenue and Lampson Avenue. Cerritos Avenue is a four-lane secondary arterial. Oranewood Avenue is a four-lane secondary arterial between the Southern Pacific Railroad and the eastern city limits; on either side of this it narrows to two lanes. Chapman Avenue is a four-lane primary roadway. Lampson Avenue is a two-lane secondary. The remaining roadways in the city are collector and local streets providing one travel lane in each direction.

CURRENT TRAFFIC VOLUMES AND LEVELS OF SERVICE

Recent average daily traffic (ADT) volumes and volume/capacity (V/C) ratios on the city's circulation system are illustrated in Figure II-2. ADT volumes reflect the traffic volume on a particular segment of roadway during a 24-hour period. The ADT street volumes were derived from several sources, including counts obtained from the Phase II Inventory Report (Reference 1), the Superstreet reports (References 2 and 3) and the Orange County Environmental Management Agency (EMA). Existing volumes on the Garden Grove Freeway (SR-22) were taken from the 1989 Caltrans traffic volume manual. The heaviest volumes on the arterial system occur along Beach Boulevard, where volumes range from 55,000 vehicles per day (VPD) north of Cerritos Avenue to 66,000 VPD at Garden Grove Boulevard.

As indicated by the V/C ratios, the volumes on Beach Boulevard exceed the General Plan target level of service (LOS) "D." In addition, the volumes on Beach Boulevard between Katella and Oranewood Avenues (1.03) and between Chapman Avenue and Garden Grove Boulevard (1.10 - 1.17) exceed LOS "E". However, implementation of the superstreet improvements discussed in the next chapter along Beach Boulevard will increase the capacity of this facility.

Dale Street between Lampson & Chapman Avenues will also exceed LOS "D" (1.20) as will Lampson Avenue between Western Avenue and Beach Boulevard (1.12). However, the peak hour intersection volumes at both Dale Street and Chapman Avenue and Beach Boulevard and Lampson Avenue will operate at an acceptable level of service (i.e., LOS "D"), indicating that the high V/C ratios on these links may not be as significant.



Existing AM and PM peak hour turn movement volumes for a set of major intersections throughout the city were collected in January and February 1990, and obtained from the Phase II Inventory Report (Reference 1). Counts were collected from 7 to 9 AM and 4 to 6 PM, and data examined here signifies the peak "hour" of each individual intersection over the two-hour period analyzed.

The technique used to assess the operation of an intersection is known as intersection capacity utilization (ICU). An ICU value represents the peak hour volume-to-capacity ratio, and at a value of 1.00 the theoretical absolute capacity of the intersection has been reached. A detailed description of traffic flow qualities characteristic of different levels of service and corresponding ICU ranges as given in the "Highway Capacity Manual" were summarized previously in Chapter I.

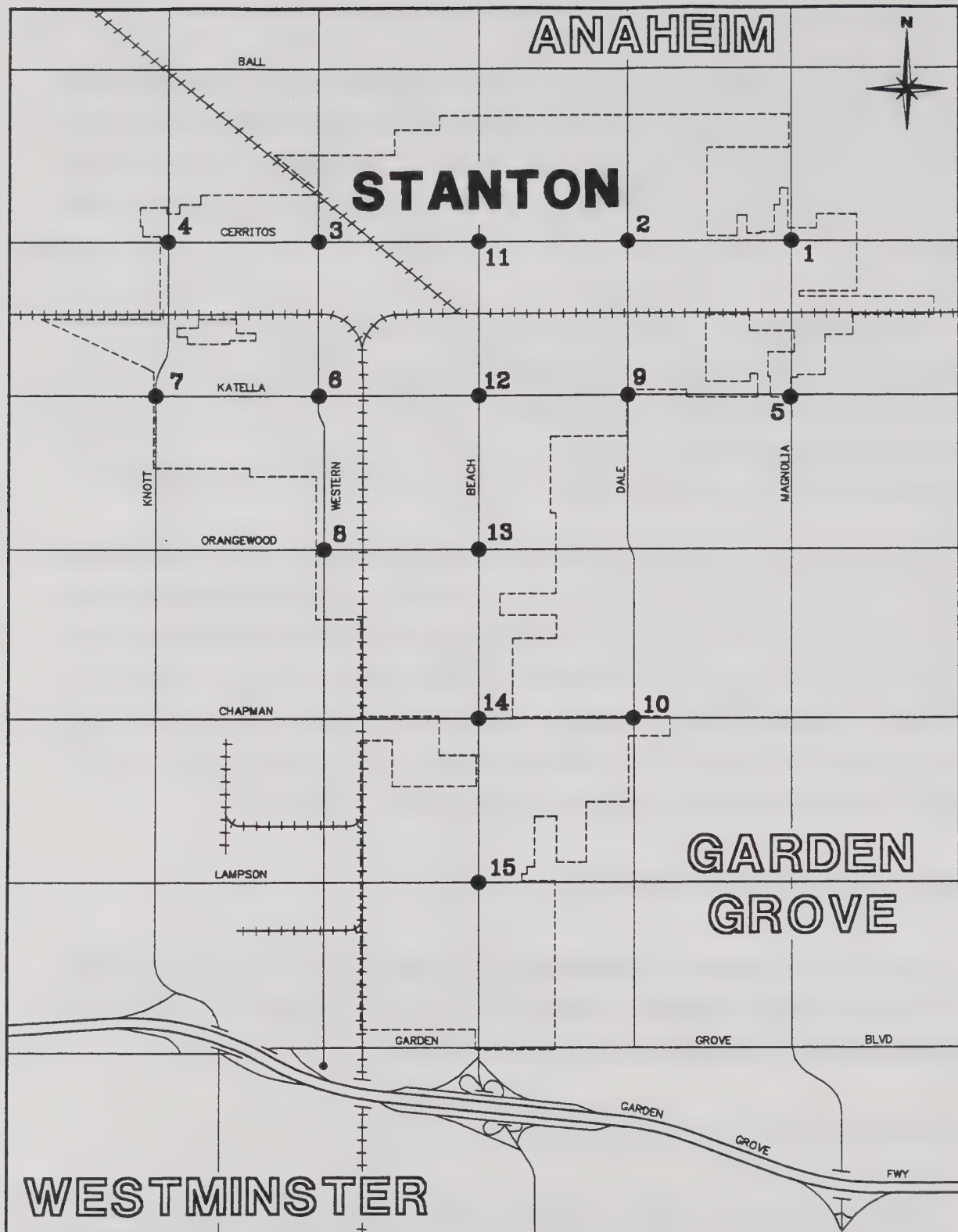
The intersections studied here are illustrated in Figure II-3, and Table II-1 summarizes the existing ICU values. These ICUs are based on the existing lane configurations illustrated in Figure II-4. (Detailed ICU calculations for each intersection are given in Appendix B.) Certain intersections have ICUs greater than .90 (LOS "D"), indicating that, on the day of the count, the maximum acceptable ICU value was exceeded. As shown, capacity deficiencies occur at Knott Avenue at Cerritos Avenue (.91 ICU in the PM peak hour) and Beach Boulevard at Katella Avenue (ICUs of 1.06 and 1.29 in the AM and PM peak hours, respectively).

EXISTING CIRCULATION ELEMENT

The existing General Plan Circulation Element is shown in Figure II-5. This is consistent with the Orange County Master Plan of Arterial Highways with the exception that Beach Boulevard and Katella Avenue are now designated as Super Streets (see discussion below).

REGIONAL SETTING

Future travel patterns within and thru the City of Stanton will be influenced by changes to the surrounding regional transportation system. The most significant changes will occur as a result of the Orange County Transportation Commission (OCTC) Superstreet program which proposes



LEGEND
 ----- City Limits

Figure II-3
 INTERSECTION LOCATION MAP

Table II-1
EXISTING ICU SUMMARY

INTERSECTION	PEAK HOUR		DATE OF COUNT
	AM	PM	
1. Magnolia St & Cerritos Ave	.52	.78	1/11/90
2. Dale St & Cerritos Ave	.43	.55	1/11/90
3. Western Ave & Cerritos Ave	.56	.70	1/11/90
4. Knott St & Cerritos Ave	.66	.91	1/11/90
5. Magnolia St & Katella Ave	.65	.76	1/10/90
6. Western Ave & Katella Ave	.83	.75	1/10/90
7. Knott Ave & Katella Ave	.64	.79	1/10/90
8. Western Ave & Oranewood Ave	.50	.62	1/10/90
9. Dale St & Katella Ave	.49	.64	1/10/90
10. Dale St & Chapman Ave	.61	.77	1/10/90
11. Beach Blvd & Cerritos Ave	.76	.82	2/20/90
12. Beach Blvd & Katella Ave	1.06	1.29	1/9/90
13. Beach Blvd & Oranewood Ave	.60	.67	1/9/90
14. Beach Blvd & Chapman Ave	.82	.88	1/9/90
15. Beach Blvd & Lampson Ave	.40	.46	1/9/90

Notes: 1) Level of Service ranges:

.00 - 0.60	A
.61 - 0.70	B
.71 - 0.80	C
.81 - 0.90	D
.91 - 1.00	E
Above 1.00	F

2) See Figure II-3 for intersection locations.

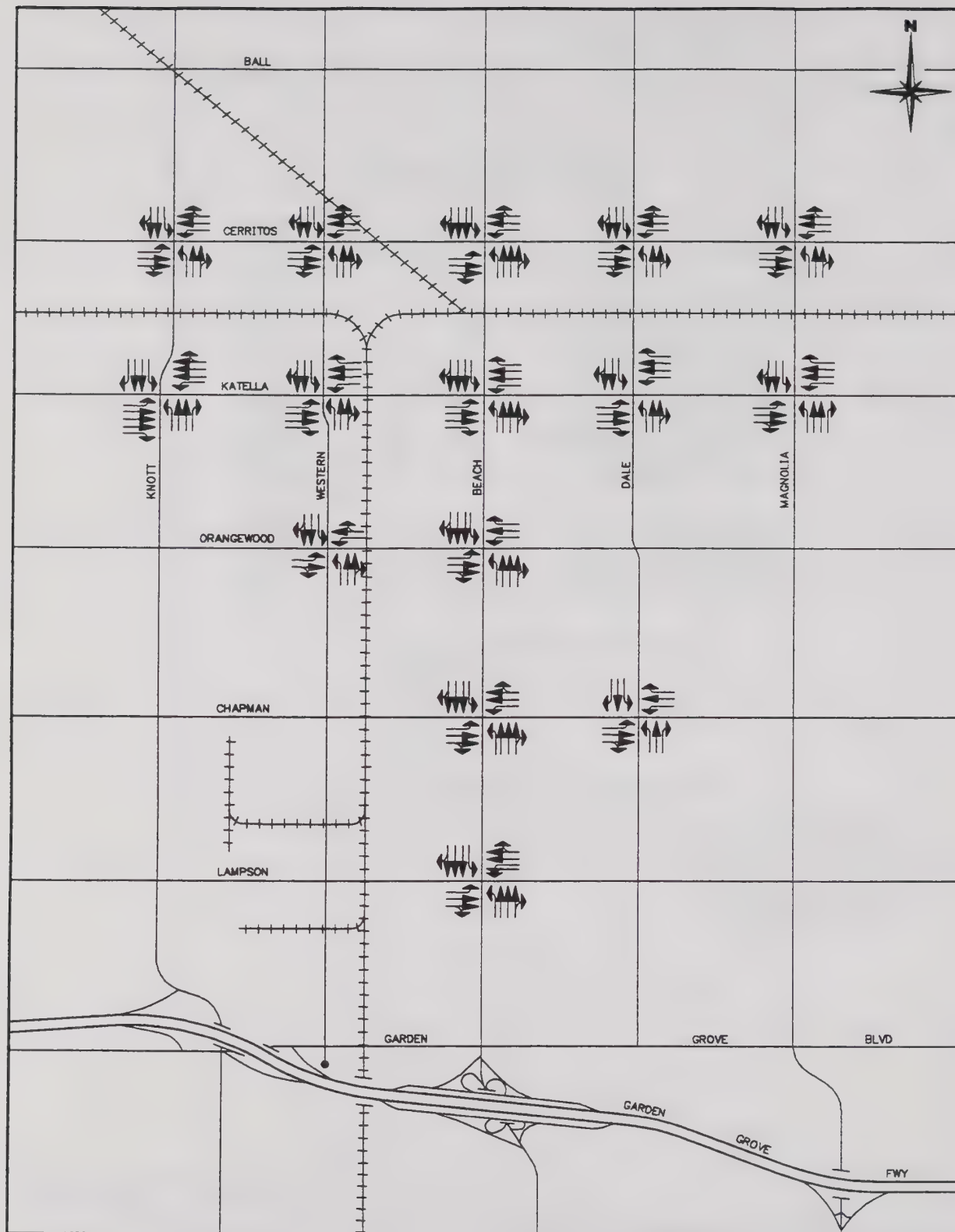
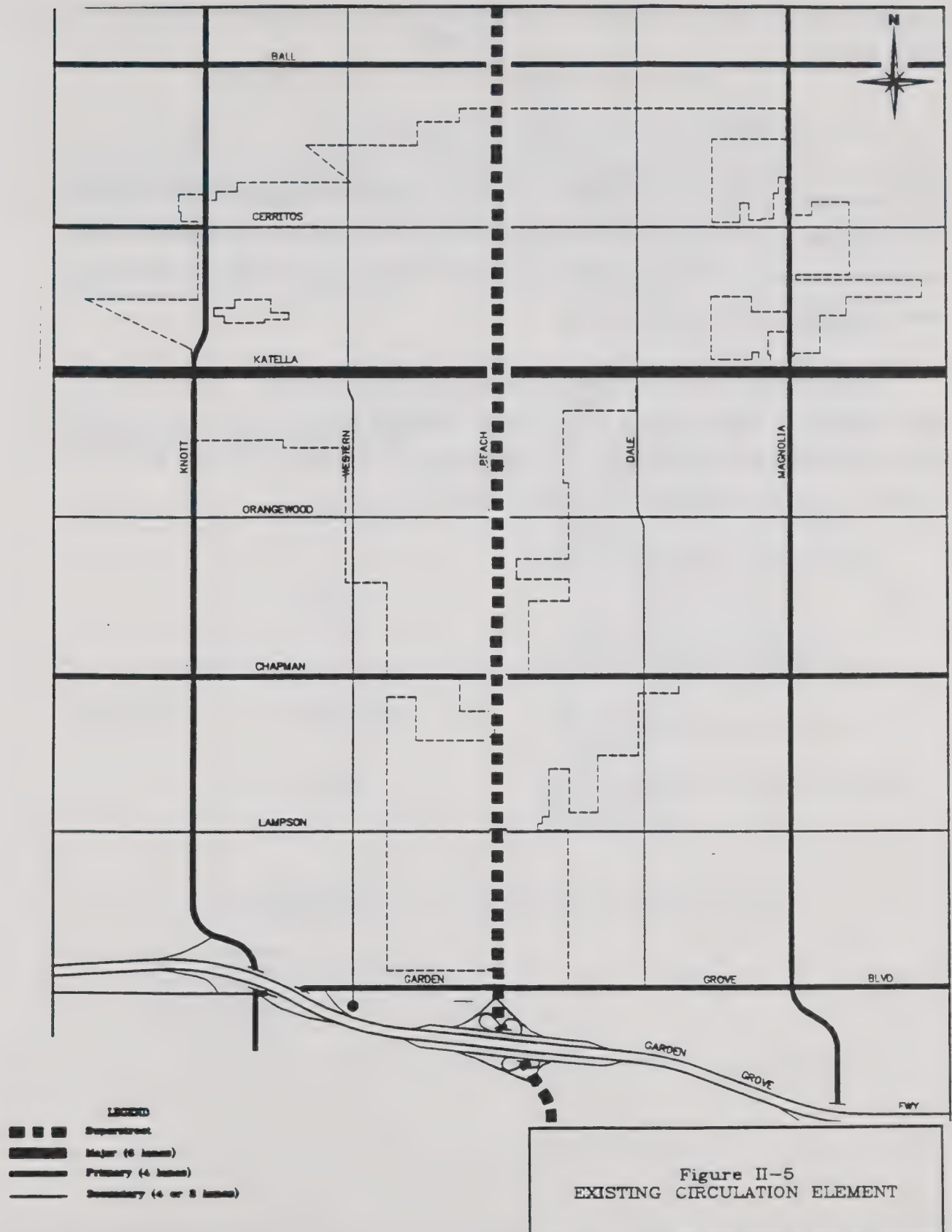


Figure II-4
EXISTING LANE CONFIGURATIONS



to provide additional capacity and improve peak period traffic flow along Beach Boulevard and Katella Avenue.

Under this program, Beach Boulevard has been approved as the first project for improvements which are tentatively scheduled for completion by the year 2005. The entirety of Beach Boulevard will be improved to eight lanes from its current six, and additional north and southbound left-turn lanes will be provided at intersections. Traffic signals along Beach Boulevard will also be coordinated. Table II-2 summarizes the improvements which will take place within the Stanton city limits.

Katella Avenue is another candidate for the Superstreet program. Improvements will include widening of Katella Avenue to six lanes as designated on the Master Plan of Arterial Highways (MPAH) and the addition of an eastbound and westbound left turn lane at all intersections along Katella Avenue with primary arterials.

Table II-2

SUMMARY OF BEACH BOULEVARD SUPERSTREET IMPROVEMENTS

INTERSECTION WITH BEACH BOULEVARD	TIME FRAME	IMPROVEMENT
Lampson Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 NB and SB thru Bus turnouts
Chapman Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 EB and WB thru Intersection widening to add 1 NB and SB thru
	15 - 20 years	Intersection widening to add 1 NB, SB, WB and EB left; add 1 EB right (additional ROW required)
Orangewood Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 NB and SB thru Bus turnouts
Katella Avenue	1 month - 5 years	Signal coordination Bus turnouts Intersection striping to add 1 EB and WB thru Intersection widening to add 1 NB and SB thru
	6 - 15 years	Intersection widening to add 1 EB left
	15 - 20 years	Intersection widening to add 1 EB and WB right, 1 WB left (additional ROW required) and one NB and SB left
Cerritos Avenue	1 month - 5 years	Signal coordination Intersection striping to add 1 NB and SB thru Bus turnouts
	15 - 20 years	Intersection widening to add 1 EB left (additional ROW required) Signal modification

Notes: 1) Source: "Superstreets Demonstration Project: Beach Boulevard Corridor," Parsons, Brinckerhoff, Quade and Douglas, Inc., March 1986.

- 2) NB - Northbound
SB - Southbound
EB - Eastbound
WB - Westbound
ROW - Right-of-Way

III. LAND USE AND TRIP GENERATION

This chapter describes future traffic demands in relation to projected land use and trip generation in Stanton. Land use assumptions and future trip generation for the proposed General Plan (Preferred Alternative) are presented, and then estimates of future traffic volumes are given in Chapter IV.

LAND USE ASSUMPTIONS

All land use in the city (including Kermore Island, part of Stanton's sphere of influence) was summarized according to seven broad categories developed for the General Plan update (References 6 and 7). The following describes the assumptions made to quantify land use for the city of Stanton.

Residential Uses

The buildout residential characteristics for the city were inventoried (see Reference 7 in Chapter I), and grouped according to the following categories: Low, Medium and High Density residential. The following assumptions were made:

- Mobile homes are classified as Medium Density residential units.
- Existing Retirement uses are classified as Medium Density residential units.
- Future Retirement uses (part of the proposed Civic Center Complex) are classified as High Density residential units.
- Other Medium and High Density Residential uses are classified as High Density residential units. (The actual trip generation characteristics of these units more closely approximate high density residential uses.)

Non-Residential Uses

Acreage for the non-residential uses and appropriate floor area ratios (FAR) were also inventoried (Reference 7). In addition, land use in the General Commercial category was assumed

to be a mix of 50 percent General Office, and 25 percent each of Regional and Community Commercial uses.

TRIP GENERATION

The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the analysis area to calculate both peak hour and average daily trips (ADT) trips by land use. These rates are listed in the table below and their derivation is discussed in Appendix B.

TRIP RATE SUMMARY								
USE	UNITS	—AM PEAK HOUR—			—PM PEAK HOUR—			ADT
		IN	OUT	TOTAL	IN	OUT	TOTAL	
1. Low Density Residential	DU	0.23	0.63	0.86	0.72	0.43	1.15	11.57
2. Medium Density Residential	DU	0.17	0.48	0.65	0.55	0.32	0.87	8.74
3. High Density Residential	DU	0.14	0.41	0.55	0.47	0.27	0.74	7.27
4. Industrial	TSF	0.84	0.12	0.96	0.12	0.91	1.03	6.97
5. General Commercial								
General Office	TSF	1.74	0.26	2.00	0.32	1.65	1.97	13.72
Regional Commercial	TSF	0.71	0.31	1.02	1.68	1.89	3.57	43.71
Community Commercial	TSF	1.26	0.84	2.10	3.50	3.50	7.00	70.00
6. Open Space/Recreational	ACRE	0.00	0.00	0.00	0.00	0.00	0.00	3.66
7. Public/Institutional	TSF	3.20	0.80	4.00	1.20	4.80	6.00	50.00

Table III-1 compares the existing and proposed General Plan land use and trip generation for the city. Existing ADT trip generation for the entire city is around 222,000 vehicle trips per day. Approximately 43 percent of this is attributed to residential uses, with the remaining 57 percent generated primarily by non-residential office and commercial uses.

For buildout conditions (labeled "Post-2010" throughout this report), the proposed General Plan (Preferred Alternative) land use was analyzed. The proposed General Plan is based upon the assumptions given in the Draft Land Use Concept prepared for the General Plan Update (Reference 6 in Chapter I).

Table III-1

LAND USE AND TRIP GENERATION SUMMARY

LAND USE	UNITS	-----AM PK HR-----			-----PM PK HR-----			ADT
		IN	OUT	TOTAL	IN	OUT	TOTAL	
EXISTING								
1. Low Density Residential	3226.00 DU	742	2032	2774	2323	1387	3710	37325
2. Medium Density Residential	1650.00 DU	281	792	1073	908	528	1436	14421
3. High Density Residential	6079.00 DU	851	2492	3343	2857	1641	4498	44194
4. Industrial	3515.30 TSF	2953	422	3375	422	3199	3621	24502
5. General Office	1494.10 TSF	2600	388	2988	478	2465	2943	20499
6. Regional Community	533.60 TSF	379	165	544	896	1009	1905	23324
7. Community Commercial	426.90 TSF	538	359	896	1494	1494	2988	29883
8. Open Space/Recreation	117.00 ACRE	0	0	0	0	0	0	428
9. Public/Institution	546.00 TSF	1747	437	2184	655	2621	3276	27300
GRAND TOTAL		10090	7088	17178	10033	14344	24377	221876
PROPOSED GENERAL PLAN								
1. Low Density Residential	3591.00 DU	826	2262	3088	2586	1544	4130	41548
2. Medium Density Residential	1750.00 DU	298	840	1138	963	560	1523	15295
3. High Density Residential	7117.00 DU	996	2918	3914	3345	1922	5267	51741
4. Industrial	4116.40 TSF	3458	494	3952	494	3746	4240	28691
5. General Office	3031.80 TSF	5275	788	6064	970	5002	5973	41596
6. Regional Community	884.30 TSF	628	274	902	1486	1671	3157	38653
7. Community Commercial	631.60 TSF	796	531	1326	2211	2211	4421	44212
8. Open Space/Recreation	121.00 ACRE	0	0	0	0	0	0	443
9. Public/Institution	680.00 TSF	2176	544	2720	816	3264	4080	34000
GRAND TOTAL		14452	8652	23104	12869	19920	32789	296179

Note: DU = Dwelling Unit
TSF = Thousand Square Feet

The seven different land use categories used in the previous summary were aggregated into five generalized land use categories to compare increases in land use and daily traffic from different land use types. The following table summarizes this comparison.

STANTON LAND USE AND TRIP GENERATION GROWTH									
LAND USE	UNITS	LAND USE				TRIP GENERATION			
		1990	P2010	INCREASE	%	1990	P2010	INCREASE	%
Residential	DU	10,955	12,458	1,503	14	95,940	108,584	12,644	13
Commercial	TSF	961	1,516	555	58	53,207	82,865	29,658	56
Office	TSF	1,494	3,032	1,538	103	20,499	41,596	21,097	103
Industrial	TSF	3,515	4,116	601	17	24,502	28,691	4,189	17
Other	-	-	-	-	-	27,728	34,443	6,715	24
TOTAL	-	-	-	-	-	221,876	296,179	74,303	33

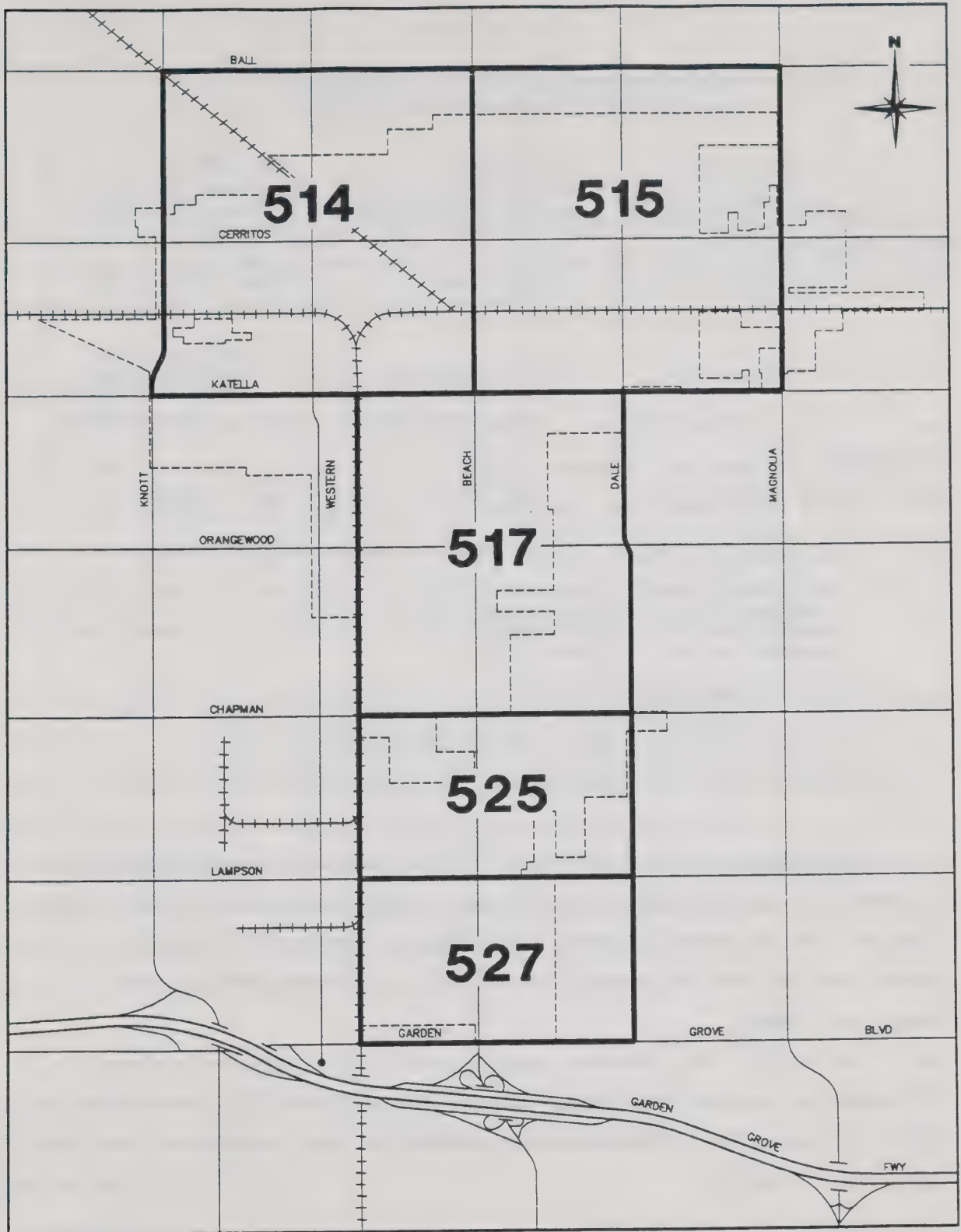
Note: 1) DU = Dwelling Unit
2) TSF = Thousand Square Feet
3) P2010 land use and trip generation is for buildout of the proposed General Plan.
4) Trip generation is given in average daily trips (ADT).

As can be seen, the Post-2010 land uses will add approximately 74,000 vehicles per day (VPD), an increase of 33 percent over the existing estimated trip generation. This increase is largely due to the anticipated growth of non-residential commercial and office uses.

REGIONAL STATISTICS

Demographic projections are prepared on a regular basis by the County of Orange for population, dwelling units and employment. This data is used in the Orange County Traffic Analysis Model (OCTAM-II) for producing traffic forecasts on the countywide highway system. For this report, the OCTAM-II analysis zones shown in Figure III-1 were used to summarize these demographic projections.

The following table compares the population, dwelling unit and employment figures from the OCTAM-II for existing and Post-2010 conditions, with the corresponding figures for buildout of the land uses in the proposed General Plan (Preferred Alternative).



LEGEND
 ---- City Limits

Figure III-1
 OCTAM-II ZONES

OCTAM-II/STANTON DEMOGRAPHIC DATA SUMMARY

POPULATION			DWELLING UNITS			EMPLOYMENT		
1987	P2010	% CHANGE	1987	P2010	% CHANGE	1987	P2010	% CHANGE

COUNTY DEMOGRAPHICS

TOTAL	34,108	39,740	17	12,403	14,451	17	9,583	12,431	30
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POPULATION			DWELLING UNITS			NON-RESIDENTIAL SQUARE FOOTAGE		
1990	P2010	% CHANGE	1990	P2010	% CHANGE	1990	P2010	% CHANGE

CITY LAND USE

TOTAL	32,680	36,737	12	10,995	12,458	14	6,516	9,312	43
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Notes: 1) Population figures for city land use were derived by applying the following conversion factors (Reference 7):

- Low Density Residential - 3.7 persons per DU
- Medium Density Residential - 2.0 persons per DU
- Retirement Residential - 1.1 persons per DU
- High Density Residential - 2.9 persons per DU

2) See Figure III-1 for location of OCTAM-II zones.

3) Data from complete OCTAM-II zones is used here, although actual city limits may be smaller.

Between existing land uses and buildout of the city, an increase of 17 percent in population is indicated by the County data, while the City land use (proposed General Plan) shows an increase of 12 percent. For non-residential growth, OCTAM-II data shows a 30 percent increase in employment for the city, while the proposed General Plan data shows a 43 percent increase in non-residential square footage.

Following the adoption of the updated General Plan, a final set of City data should be forwarded to the County for incorporation into their next update cycle to more accurately reflect anticipated growth in the city.

IV. CIRCULATION SYSTEM ANALYSIS

This chapter examines the Post-2010 traffic forecasts in relation to the future circulation system, and to the land use and trip generation described in the previous chapter. The ability of the currently committed citywide system to carry the projected demand is first discussed, and then potential improvements are identified to further increase capacity at critical locations.

POST-2010 BASE CASE TRAFFIC VOLUMES

Traffic volumes on the analysis area circulation system were estimated for the proposed General Plan land uses. (See Appendix A for description of methodology used to derive Post-2010 volumes.) The Post-2010 circulation system assumed in these forecasts is based on the Orange County Master Plan of Arterial Highways (MPAH) as shown in Figure IV-1, and is the proposed Circulation Element of the City's General Plan (roadway component).

Post-2010 average daily traffic (ADT) volumes and volume/capacity (V/C) ratios are given in Figure IV-2. Most of the circulation system will be able to carry the Post-2010 volumes projected with buildout of the city's General Plan. However, Beach Boulevard is forecast to slightly exceed the ADT performance criteria on the link between Lampson Avenue and Garden Grove Boulevard with ADT volumes of 76,000 (LOS "F") and will slightly exceed the LOS "E" threshold designated by the Congestion Management Program (CMP). In addition, Dale Avenue between Lampson & Chapman Avenues, and Lampson Avenue between Western Avenue and Beach Boulevard will continue to operate above LOS "D".

As discussed in Chapter I, the circulation system evaluation made in this report is based largely on peak hour data since capacity needs tend to be most important at intersections. However, since these midblock links are significantly in excess of their daily capacity, they will be discussed later in this chapter.

The Post-2010 peak hour analysis identified intersection lane configurations needed to serve future volumes at each major intersection in the city. Figure IV-3 shows these intersection lane

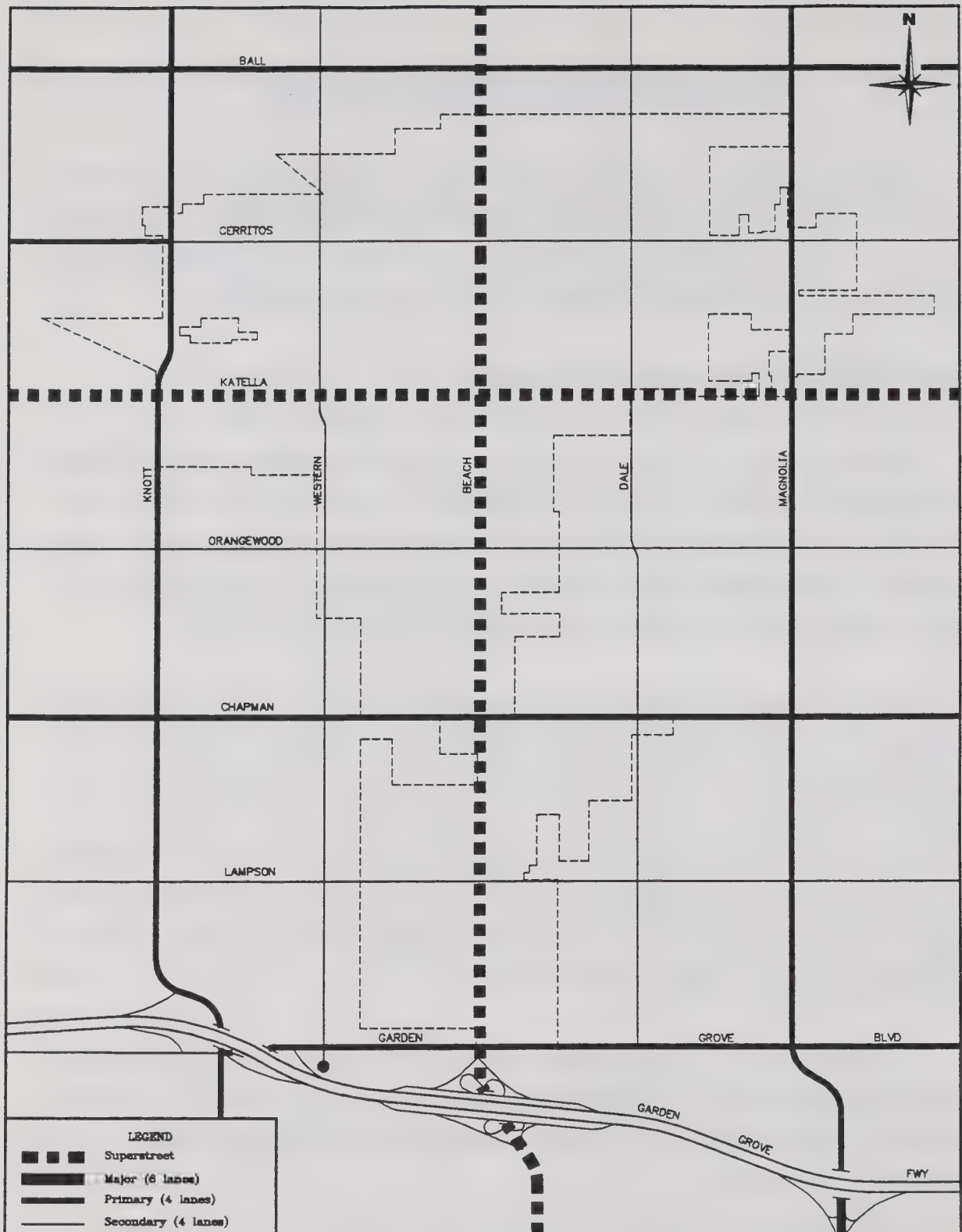


Figure IV-1
 POST-2010 CIRCULATION SYSTEM
 (PROPOSED GENERAL PLAN
 CIRCULATION ELEMENT)

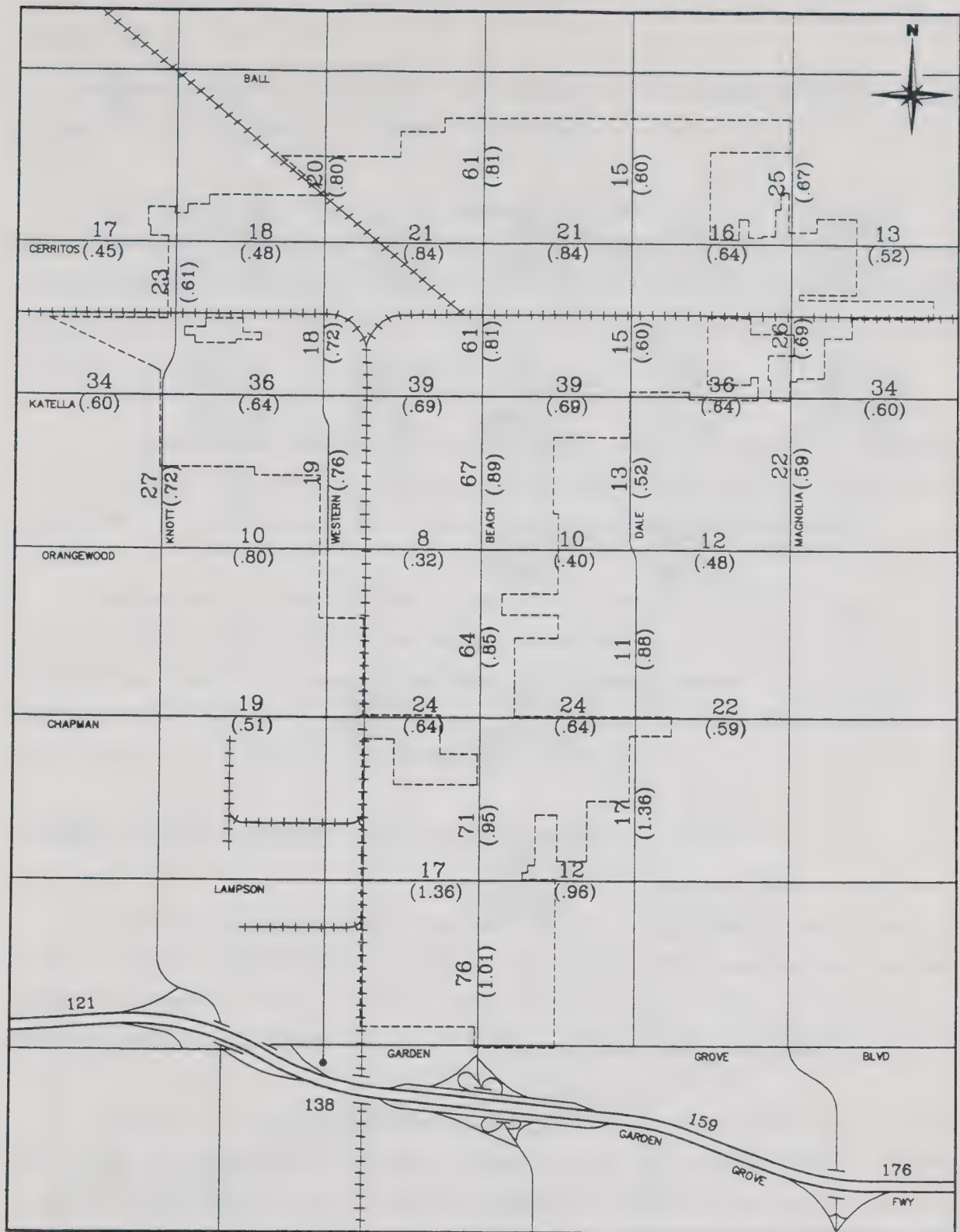
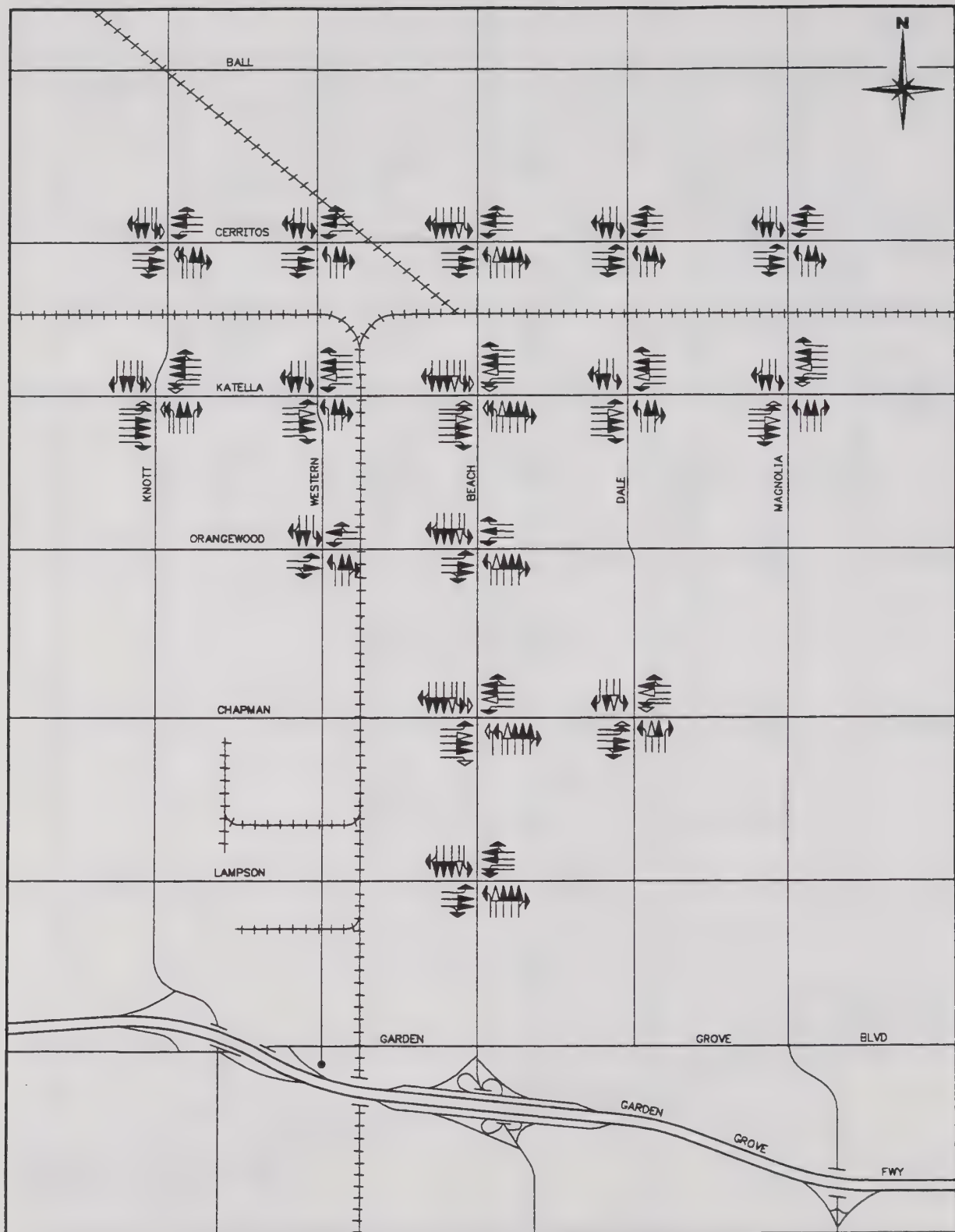


Figure IV-2
POST-2010 ADT VOLUMES
AND V/C RATIOS



LEGEND

- Existing Lane
- ▷ Committed Lane

Figure IV-3
POST-2010 LANE CONFIGURATIONS

configurations. Intersection improvements were obtained from two sources: the MPAH and the Orange County Transportation Commission (OCTC) Superstreets program.

The corresponding ICU values are summarized in Table IV-1. As indicated here, the following intersections will operate at an unsatisfactory level of service (LOS): Western Avenue at Katella Avenue in the AM peak hour (ICU of .91); Knott Avenue at Cerritos Avenue in the PM peak hour (ICU of .97); and Beach Boulevard at Katella Avenue in the PM peak hour (ICU of 1.05).

To mitigate these deficiencies, it is suggested that the intersection capacity be augmented. This could be done in several ways, and examples of additional improvements are illustrated in Figure IV-4. Table IV-2 summarizes the results of these possible mitigation measures.

Intersections which are projected to require more lanes than the typical arterial cross-section may require additional right-of-way beyond the standard provided within the typical arterial cross-sections. Alternatively, these additional lanes could be accommodated by removing on-street bike lanes or reducing parkway width. These intersections typically require 10-15 feet of right-of-way in addition to that shown for the typical arterial cross-sections.

STREET CLASSIFICATIONS AND IMPROVEMENTS

The desirable goal for every classified street section is that it be able to carry the designed volume of traffic at the desired level of service. The Post-2010 ADT volumes indicated that, with buildout of the current MPAH, Beach Boulevard between Lampson Avenue and Garden Grove Boulevard would operate slightly in excess of its CMP designated capacity for LOS "E."

The peak hour intersection volumes at Beach Boulevard at both Chapman and Lampson Avenues will operate at acceptable levels of service (i.e., LOS "D"), indicating adequate capacity for the link on Beach Boulevard. It can be concluded that the primary contributor to these high volumes will be due to off-peak traffic. Thus, to accommodate this traffic, the City should make every effort to minimize the number of access locations, thereby reducing side friction affects and ensuring maximum utilization of all travel lanes.

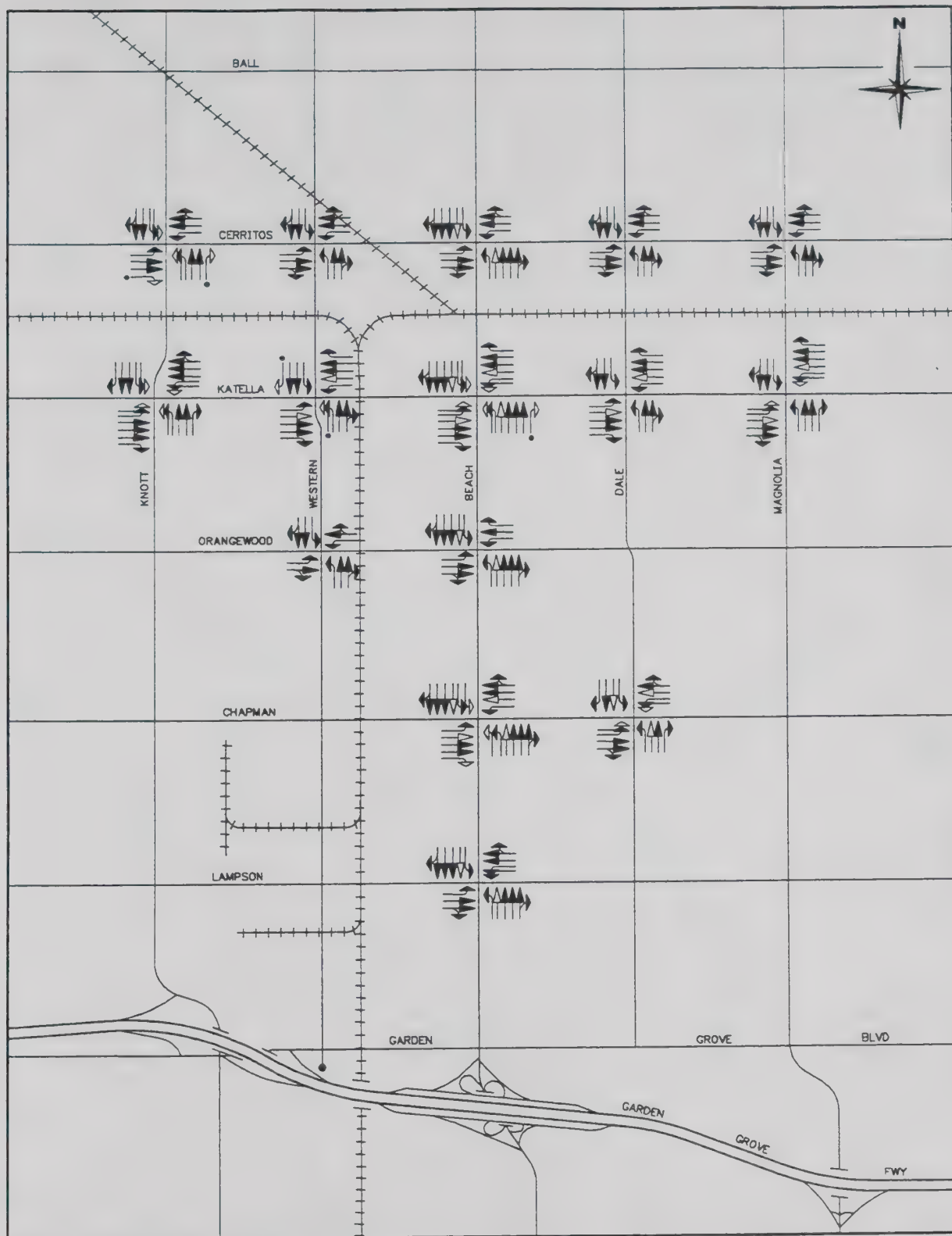
Table IV-1

POST-2010 ICU SUMMARY

INTERSECTION	EXISTING		POST-2010	
	AM	PM	AM	PM
1. Magnolia St & Cerritos Ave	.52	.78	.59	.89
2. Dale St & Cerritos Ave	.43	.55	.47	.62
3. Western Ave & Cerritos Ave	.56	.70	.62	.79
4. Knott Ave & Cerritos Ave	.66	.91	.67	.97
5. Magnolia St & Katella Ave	.65	.76	.65	.79
6. Western Ave & Katella Ave	.83	.75	.91	.80
7. Knott Ave & Katella Ave	.64	.79	.64	.80
8. Western Ave & Oranewood Ave	.50	.62	.57	.71
9. Dale St & Katella Ave	.49	.64	.50	.67
10. Dale St & Chapman Ave	.61	.77	.43	.63
11. Beach Blvd & Cerritos Ave	.76	.82	.73	.81
12. Beach Blvd & Katella Ave	1.06	1.29	.89	1.05
13. Beach Blvd & Oranewood Ave	.60	.67	.58	.65
14. Beach Blvd & Chapman Ave	.82	.88	.68	.71
15. Beach Blvd & Lampson Ave	.40	.46	.40	.47

Notes: 1) Level of Service Ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 - 1.00 E
Above 1.00 F

2) See Figure C-1 for intersection locations.



LEGEND

- ▶ Existing Lane
- - -▶ Committed Lane
- ...▶ Possible Mitigation

Figure IV-4
POST-2010 LANE CONFIGURATIONS
(Committed and Possible Mitigation)

Table IV-2

POST-2010 ICU SUMMARY WITH POSSIBLE MITIGATION MEASURES

INTERSECTION	POST-2010	
	AM	PM
4. Knott Ave & Cerritos Ave		
Post-2010 Base	.67	.97
Add: 1 NB right	.67	.90
1 NB and EB right	.67	.85
6. Western Ave & Katella Ave		
Post-2010 Base	.91	.80
Add: 2 NB lefts	.80	.76
1 SB right	.87	.75
12. Beach Blvd. & Katella Ave		
Post-2010 Base	.89	1.05
Add: 1 NB Right	.85	1.01

Notes: 1) Level of Service Ranges: .00 - .60 A
 .61 - .70 B
 .71 - .80 C
 .81 - .90 D
 .90 - 1.00 E
 Above 1.00 F

2) See Figure C-1 for intersection locations.

3) NB = Northbound
 SB = Southbound
 EB = Eastbound
 WB = Westbound

In addition, Dale Avenue between Lampson and Chapman Avenues and Lampson Avenue between Western Avenue and Beach Boulevard will continue to operate above LOS "D". However, examination of the peak hour intersection volumes at both Dale Avenue and Chapman Avenue and Beach Boulevard and Lampson Avenue show an acceptable level of service (i.e., LOS "D"), indicating that the high V/C ratios on these links may not be as significant.

V. ALTERNATIVE MODES OF CIRCULATION

In addition to the automobile, other forms of transportation exist for travel within the city and to destinations located outside its limits, and are discussed below.

Railroads

Currently, only the Southern Pacific Transportation Company operates tracks through the city. These tracks provide transportation for the distribution of goods and equipment and serve primarily the industrial areas on the west side of the city. There are no plans to provide passenger service for Stanton, but depots for passenger service via AMTRAK are located nearby in Anaheim.

Airports

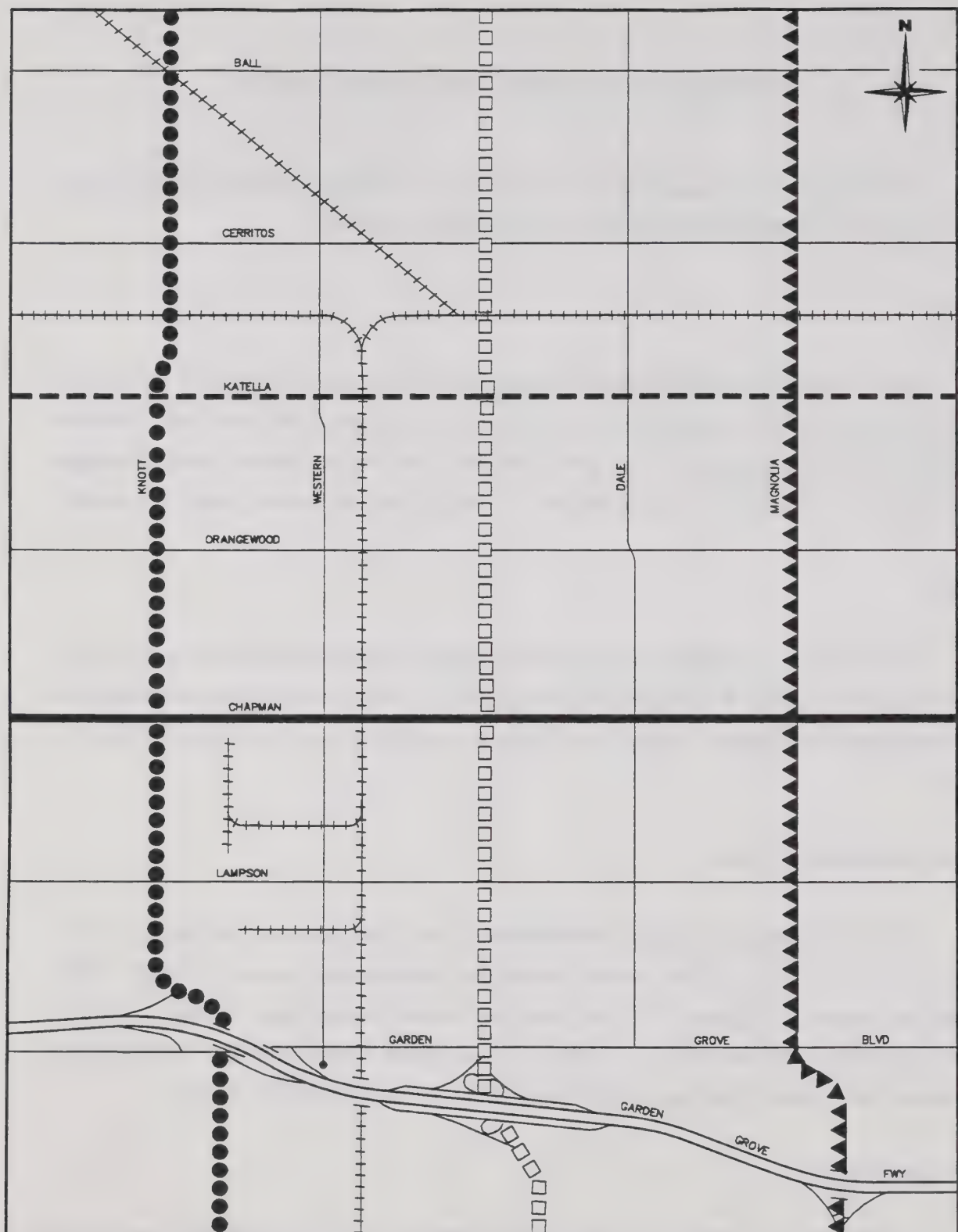
No major airport facilities exist within the city, and the closest commercial airports are Long Beach Municipal and John Wayne Airport in Orange County. Both provide selected services within the continental United States. International flights are available from Los Angeles International Airport.

Public Transportation Service

The City of Stanton is served by several forms of public transportation. The Orange County Transit District (OCTD) operates several intercity bus routes passing through Stanton. These routes are illustrated in Figure V-1. Bus routes on Katella Avenue, Knott Avenue and Beach Boulevard travel to Seal Beach, Hughes Aircraft and Huntington Beach (via Pacific Coast Highway) at selected times through the day. In addition, OCTD provides Dial-A-Ride service.

Equestrian Trails

The City of Stanton does not maintain any equestrian trails within the city limits, and has no plans to develop any in the future.



- LEGEND**
- Route 25/25A
 - Route 29/29A
 - ▲▲▲ Route 33
 - - - Route 50
 - Route 54

**Figure V-1
BUS ROUTES**

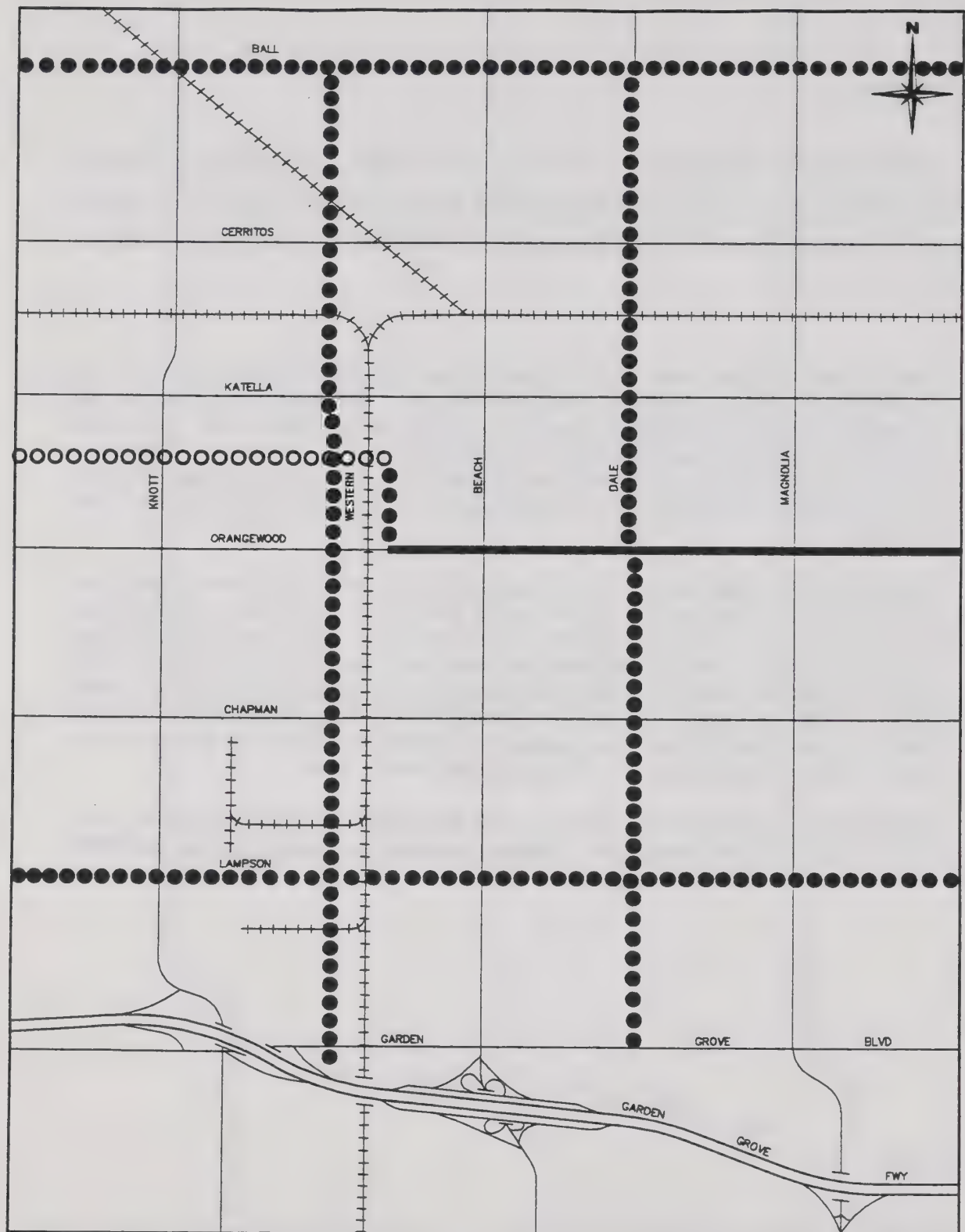
Bikeway System

Currently, the County does not maintain any bike trails within the city of Stanton. However, the Master Plan of Countywide Bikeways does indicate that several trails will be created. These are illustrated in Figure V-2. The bikeway system will consist of three types of facilities as follows:

Class 1 Bikeway (Bike Path): This is a special type of facility designed for exclusive use by bicyclists. A bike path may be located adjacent to a roadway though it is physically separated from vehicular traffic by a barrier, grade separation or open space. Cross flows by vehicles and pedestrians are allowed but minimized. The minimum paved width for a two-way bike path shall be eight feet. The minimum paved width for a one-way bike path shall be five feet. A minimum two-foot wide graded area shall be provided adjacent to the pavement.

Class II Bikeway (Bike Lane): A bike lane consists of a paved area for preferential use of bicycles and is located between the travel lane closest to the curb and the curb. Pavement markings and signage indicate the presence of a bike lane on the roadway. According to the Caltrans Highway Design Manual, the Class II bike lane width is four feet on a street without curbs and gutters with parking off the pavement; five feet on curbed streets with marked parking (bike lanes are located between the parking area and the traffic lanes) and on curbed streets where parking is prohibited; and 11 to 12 feet on curbed streets with parking permitted but without marked parking areas.

Class III Bikeway (Bike Route): This type of facility refers to a conventional street where bike routes are indicated by sign only. There are no special pavement walkways, and bicycle traffic shares the roadway with motorized traffic.



LEGEND
 ○○○ Class I Bike Path
 ●●● Class II Bike Path
 ——— Class III Bike Path

Figure V-2
 MASTER PLAN OF BIKEWAYS

APPENDIX A

LONG-RANGE FORECASTING METHODOLOGY

Post-2010 average daily traffic (ADT) and peak hour intersection volumes were derived from the existing counts using growth factors based on the relationship between the existing counts and the future growth as forecasted by several regional sources. This section describes the methodology used to derive the Post-2010 traffic data used in this analysis.

POST-2010 GROWTH FACTORS

For the Post-2010 ADT volumes, an ADT growth factor was derived to calculate the relationship between the 1990 count data and Post-2010 conditions. The methodology compares the actual counts with the modeled volumes, resulting in an averaged Post-2010 ADT volume. The growth factor then represents the percentage change in ADT volumes between the 1990 counts and the Post-2010 volumes.

The growth factors reflect existing and anticipated travel patterns in and thru the City of Stanton. Therefore, growth factors on links located on all secondary and some primary streets are slightly lower to account for the mostly local nature of traffic expected on these streets. Along the future Superstreets and major arterials, however, the growth factors are slightly higher. This increase reflects traffic diversion to these facilities as they are improved according to the superstreet standards.

Table A-1 summarizes the existing and Post-2010 ADT volumes, as well as the derived growth factors.

Table A-1

ADT LINK VOLUME SUMMARY

Link Location	1990 ADT Count	P2010 ADT Volume	ADT Growth Factor
1. Knott b/t Orangewood & Katella	26,000	27,000	1.04
2. Knott b/t Katella & Cerritos	22,000	23,000	1.05
3. Western b/t Orangewood & Katella	17,000	19,000	1.12
4. Western b/t Katella & Cerritos	16,000	18,000	1.13
5. Western b/t Cerritos & Ball	18,000	20,000	1.11
6. Beach b/t Ball & Cerritos	55,000	61,000	1.11
7. Beach b/t Cerritos & Katella	55,000	61,000	1.11
8. Beach b/t Katella & Orangewood	58,000	67,000	1.16
9. Beach b/t Orangewood & Chapman	56,000	64,000	1.14
10. Beach b/t Chapman & Lampson	62,000	71,000	1.15
11. Beach b/t Lampson & Garden Grove	66,000	76,000	1.15
12. Dale b/t Lampson & Chapman	15,000	17,000	1.13
13. Dale b/t Chapman & Orangewood	10,000	11,000	1.10
14. Dale b/t Orangewood & Katella	12,000	13,000	1.08
15. Dale b/t Katella & Cerritos	14,000	15,000	1.07
16. Dale b/t Cerritos & Ball	14,000	15,000	1.07
17. Magnolia b/t Orangewood & Katella	19,000	22,000	1.16
18. Magnolia b/t Katella & Cerritos	23,000	26,000	1.13
19. Magnolia b/t Cerritos & Ball	22,000	25,000	1.14
20. Cerritos b/t Holder & Knott	15,000	17,000	1.13
21. Cerritos b/t Knott & Western	16,000	18,000	1.13
22. Cerritos b/t Western & Beach	18,000	21,000	1.17
23. Cerritos b/t Beach & Dale	18,000	21,000	1.17
24. Cerritos b/t Dale & Magnolia	14,000	16,000	1.14
25. Cerritos b/t Magnolia & Gilbert	11,000	13,000	1.18
26. Katella b/t Holder & Knott	24,000	34,000	1.42
27. Katella b/t Knott & Western	26,000	36,000	1.38
28. Katella b/t Western & Beach	28,000	39,000	1.39
29. Katella b/t Beach & Dale	28,000	39,000	1.39
30. Katella b/t Dale & Magnolia	26,000	36,000	1.38
31. Katella b/t Magnolia & Gilbert	24,000	34,000	1.42
32. Orangewood b/t Knott & Western	8,000	10,000	1.25
33. Orangewood b/t Western & Beach	7,000	8,000	1.14
34. Orangewood b/t Beach & Dale	9,000	10,000	1.11
35. Orangewood b/t Dale & Magnolia	11,000	12,000	1.09
36. Chapman b/t Knott & Western	16,000	19,000	1.19
37. Chapman b/t Western & Beach	20,000	24,000	1.20
38. Chapman b/t Beach & Dale	20,000	24,000	1.20
39. Chapman b/t Dale & Magnolia	18,000	22,000	1.22
40. Lampson b/t Western & Beach	14,000	17,000	1.21
41. Lampson b/t Beach & Dale	10,000	12,000	1.20

APPENDIX B

LAND USE AND TRIP GENERATION

The material contained in this appendix summarizes the land use, trip generation rates and corresponding trip generation used in the city of Stanton.

Land use has been summarized according to the seven broad categories formulated by the Planning Center (Reference 6). Trip generation rates used for analyzing development in the Stanton area have been compiled from the Institute of Transportation Engineers' (ITE) "Trip Generation" manual (Reference 4). The following table summarizes the peak hour and average daily traffic (ADT) trip generation rates for each land use category, and the following discusses the derivation of each.

TRIP RATE SUMMARY								
USE	UNITS	—AM PEAK HOUR—			—PM PEAK HOUR—			ADT
		IN	OUT	TOTAL	IN	OUT	TOTAL	
1. Low Density Residential	DU	0.23	0.63	0.86	0.72	0.43	1.15	11.57
2. Medium Density Residential	DU	0.17	0.48	0.65	0.55	0.32	0.87	8.74
3. High Density Residential	DU	0.14	0.41	0.55	0.47	0.27	0.74	7.27
4. Industrial	TSF	0.84	0.12	0.96	0.12	0.91	1.03	6.97
5. Commercial								
General Office	TSF	1.74	0.26	2.00	0.32	1.65	1.97	13.72
Regional Commercial	TSF	0.71	0.31	1.02	1.68	1.89	3.57	43.71
Community Commercial	TSF	1.26	0.84	2.10	3.50	3.50	7.00	70.00
6. Open Space/Recreational	ACRE	0.00	0.00	0.00	0.00	0.00	0.00	3.66
7. Public/Institutional	TSF	3.20	0.80	4.00	1.20	4.80	6.00	50.00

1. Low Density Residential

This land use category consists of residential units situated on parcels where up to 6 single family residences may be built per acre. ADT generation rate of 11.57 trips per dwelling unit (DU) and the corresponding peak hour rates were derived from the ITE rates for single family dwelling units. AM peak hour inbound (IB) and outbound (OB) rates are .23 and .63, respectively, and PM peak hour IB and OB rates are .72 and .43, respectively.

2. Medium Density Residential

This land use category provides areas for condominiums, duplexes, triplexes and fourplexes, townhouses, cluster housing and existing mobile home parks. The density ranges between 7 and 11 dwelling units per acre. ADT trip generation rates of 8.74 trips per DU and the corresponding peak hour rates were derived from the ITE rates for single family dwelling units. AM peak hour IB and OB rates are .17 and .48, respectively, and PM peak hour IB and OB rates are .55 and .32, respectively.

3. High Density Residential

This land use category consists of higher density units situated primarily along arterial highways with an emphasis on ownership units. The density ranges between 12 to 24 dwelling units per acre. ADT trip generation rate of 7.27 trips per DU and the corresponding peak hour rates were taken from the ITE rates for apartments. AM peak hour IB and OB rates are .14 and .41, respectively, and PM peak hour IB and OB rates are .47 and .27, respectively.

4. Industrial

This land use category consists of buildings for office and industrial activities. Typical uses include: industrially related offices, campus type office parks, product assembly, storage, warehousing and distribution, research and development and industrial services. ADT trip generation rate of 6.97 trips per thousand square feet (TSF) and the corresponding peak hour rates were taken from the ITE rates for general light industry. AM peak hour IB and OB rates are .84 and .12, respectively, and PM peak hour IB and OB rates are .12 and .91, respectively.

5. General Commercial

This land use category comprises a full range of neighborhood, community and regional shopping centers, as well as a variety of business and professional offices. Sample uses include locally-oriented retail to professional offices. For the purpose of this study, the category was further broken down into the following uses and ratios: general office, 50 percent of the total uses; regional commercial, 25 percent; and community commercial, 25 percent. The following explains the derivation of these three rates:

General Office - ADT trip generation rate of 13.72 trips per TSF and the corresponding peak hour trip rates were taken from the ITE rates for general office buildings under 100 TSF. AM peak hour IB and OB rates are 1.74 and .26, respectively, and PM peak hour IB and OB rates are .32 and 1.65, respectively.

Regional Commercial - ADT trip generation rate of 43.71 trips per TSF and the corresponding peak hour rates were taken from the ITE rates for shopping centers between 300 and 500 TSF in size. AM peak hour IB and OB rates are .71 and .31, respectively, and PM peak hour IB and OB rates are 1.68 and 1.89, respectively.

Community Commercial - ADT trip generation rate of 70.00 trips per TSF and the correspond peak hour rates were taken from the San Diego Association of Governments (SANDAG) rates for community shopping centers between 100 to 300 TSF in size including one major store and a detached restaurant. AM peak hour IB and OB rates are 1.26 and .84, respectively, and PM peak hour IB and OB rates both 3.50.

6. Open Space/Recreational

This land use category consists of parks, bicycle paths and recreation facilities. ADT trip generation rate of 3.66 trips per acre were taken from the ITE rates for city parks. Peak hour trips are assumed to be negligible, and thus no AM or PM trip rates are given.

7. Public/Institutional

This land use category provides areas of public and quasi-public uses, an example of which would be the Civic Center. Educational facilities have also been included. ADT trip generation rate of 50.00 trips per TSF and the corresponding peak hour rates represent a composite based on the ITE land uses of government office, community facility and elementary school. AM peak hour IB and OB rates are 3.20 and .80, respectively, and PM peak hour IB and OB rates are 1.20 and 4.80, respectively.

APPENDIX C

INTERSECTION CAPACITY UTILIZATION WORKSHEETS

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure C-1.

For simplicity, signalization is assumed at each intersection; precise ICU calculations of existing non-signalized intersections would require a more detailed analysis. Dependent on the control type, actual capacity could be higher or lower than what is given in the ICU. For instance, at a two-way stop-sign controlled intersection, capacity on the major street would be higher than what is shown on the ICU and capacity on the side street would be lower. At an intersection controlled with a four-way stop-sign, actual capacity for each approach would be lower than what is given in the ICU.

The ICU procedure is based on the critical movement methodology, indicating the amount of capacity utilized by each critical move. The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

EXAMPLE FOR NORTHBOUND RIGHT (NBR)

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:

RTOG = V/C (NBT), otherwise,

RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:

RTOR = V/C (WBL), otherwise

RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)

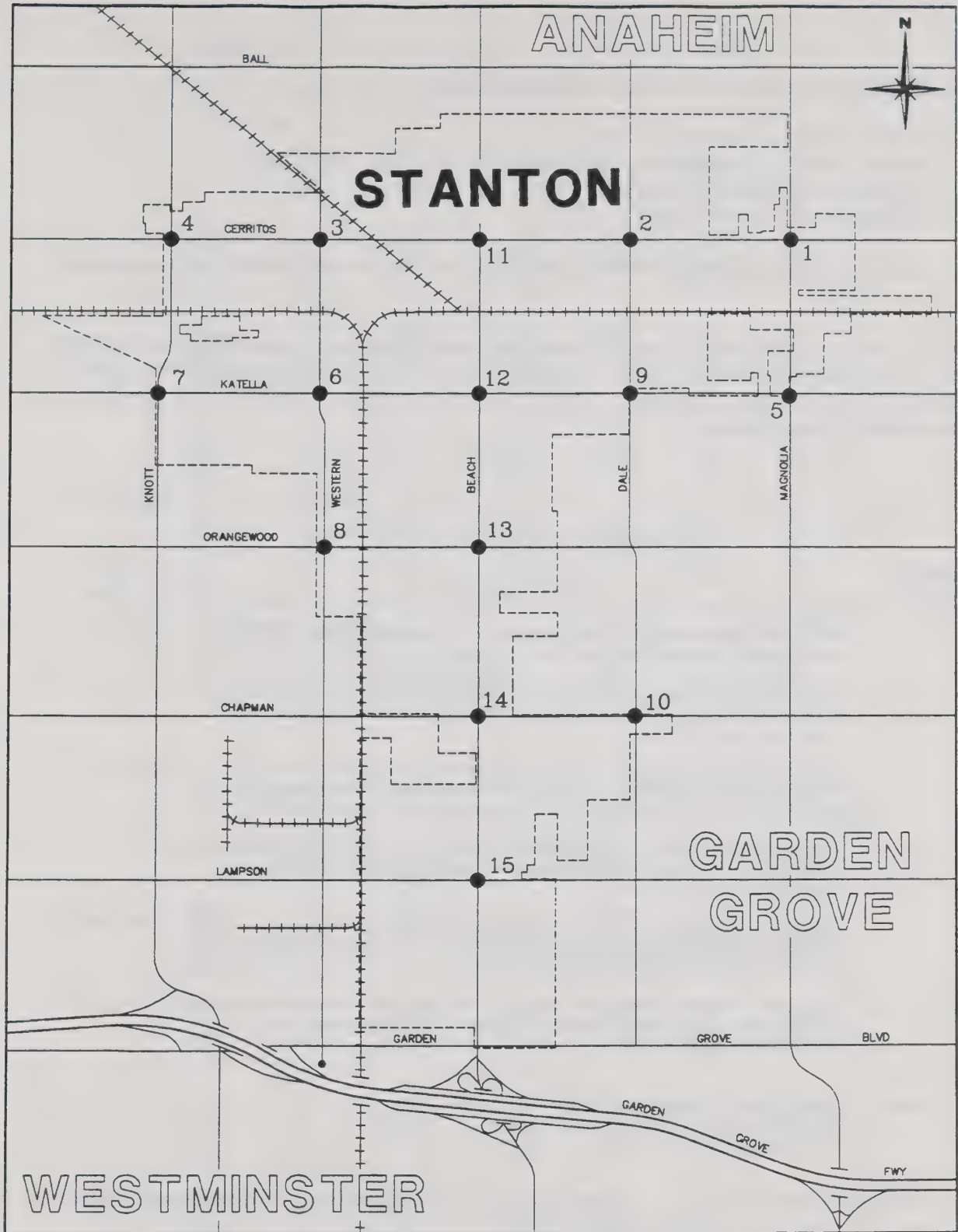


Figure C-1
INTERSECTION LOCATION MAP

3. Total Right-Turn Capacity (RTC) Availability For NBR

$$RTC = RTOG + \text{factor} \times RTOR$$

Where factor = .75 (to reflect lower saturation flow rate for RTOR)

Right-turn adjustment is then as follows:

$$\text{Additional ICU} = V/C (\text{NBR}) - RTC$$

A negative value indicates that adequate capacity is available and no adjustment is necessary.

A level of service (LOS) scale is used to evaluate intersection performance based on the ICU values. The levels range from "A" to "F", with LOS "A" representing free flow traffic and LOS "F" representing severe traffic congestion. The table below describes each LOS and provides its corresponding ICU equivalent.

PEAK HOUR LEVEL OF SERVICE DESCRIPTIONS		
LEVEL OF SERVICE	TRAFFIC FLOW QUALITY	ICU VALUE
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at Level of Service "E."	Above 1.00
Source: <u>Highway Capacity Manual</u> , Highway Research Board Special Report 87, National Academy of Sciences, Washington D.C., 1965, Page 320		
Definitions: Peak Traffic Period	The period of time in which the greatest number of vehicle trips are traveling on given roadways.	
Signal Cycle	Any complete sequence of signal indications.	
Queue	A line of vehicles.	

1. Magnolia St & Cerritos Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	72	.04*	118	.07*
NBT	2	3400	690	.22	554	.22
NBR	0	0	62		182	
SBL	1	1700	81	.05	143	.08
SBT	2	3400	734	.24*	719	.24*
SBR	0	0	87		91	
EBL	1	1700	35	.02*	85	.05*
EBT	2	3400	292	.11	358	.12
EBR	0	0	87		56	
WBL	1	1700	90	.05	128	.08
WBT	2	3400	530	.17*	1163	.37*
WBR	0	0	58		110	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.52		.78

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	77	.05*	124	.07
NBT	2	3400	780	.25	623	.25*
NBR	0	0	74		218	
SBL	1	1700	100	.06	177	.10*
SBT	2	3400	829	.27*	807	.27
SBR	0	0	95		99	
EBL	1	1700	39	.02*	93	.05*
EBT	2	3400	341	.13	415	.14
EBR	0	0	93		61	
WBL	1	1700	111	.07	158	.09
WBT	2	3400	618	.20*	1358	.44*
WBR	0	0	71		139	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.59		.89

2. Dale St & Cerritos Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	61	.04*	92	.05*
NBT	2	3400	247	.08	588	.19
NBR	0	0	32		65	
SBL	1	1700	78	.05	75	.04
SBT	2	3400	330	.12*	541	.19*
SBR	0	0	88		96	
EBL	1	1700	133	.08*	141	.08
EBT	2	3400	371	.14	650	.23*
EBR	0	0	103		136	
WBL	1	1700	78	.05	58	.03*
WBT	2	3400	378	.14*	388	.14
WBR	0	0	94		73	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.55

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	71	.04*	108	.06*
NBT	2	3400	258	.09	620	.20
NBR	0	0	34		69	
SBL	1	1700	83	.05	79	.05
SBT	2	3400	345	.13*	571	.20*
SBR	0	0	103		112	
EBL	1	1700	153	.09*	164	.10
EBT	2	3400	435	.16	760	.27*
EBR	0	0	121		158	
WBL	1	1700	85	.05	62	.04*
WBT	2	3400	444	.16*	453	.16
WBR	0	0	99		78	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.47		.62

3. Western Ave & Cerritos Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	92	.05*	151	.09
NBT	2	3400	454	.14	895	.32*
NBR	0	0	37		179	
SBL	1	1700	59	.03	85	.05*
SBT	2	3400	630	.22*	571	.19
SBR	0	0	101		82	
EBL	1	1700	87	.05*	182	.11
EBT	2	3400	410	.15	663	.23*
EBR	0	0	108		118	
WBL	1	1700	49	.03	88	.05*
WBT	2	3400	552	.19*	443	.16
WBR	0	0	92		86	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.56		.70

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	101	.06*	165	.10
NBT	2	3400	510	.16	996	.36*
NBR	0	0	45		218	
SBL	1	1700	69	.04	100	.06*
SBT	2	3400	707	.24*	634	.21
SBR	0	0	102		87	
EBL	1	1700	88	.05*	191	.11
EBT	2	3400	475	.17	762	.26*
EBR	0	0	118		130	
WBL	1	1700	62	.04	107	.06*
WBT	2	3400	638	.22*	510	.18
WBR	0	0	108		102	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.62		.79

4. Knott St & Cerritos Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	92	.05*	111	.07
NBT	2	3400	606	.20	1385	.46*
NBR	0	0	60		179	
SBL	1	1700	112	.07	88	.05*
SBT	2	3400	796	.28*	990	.31
SBR	0	0	169		71	
EBL	1	1700	93	.05*	190	.11
EBT	2	3400	531	.19	834	.28*
EBR	0	0	104		124	
WBL	1	1700	105	.06	126	.07*
WBT	2	3400	689	.23*	472	.16
WBR	0	0	82		74	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.66		.91

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3400	115	.03*	134	.04
NBT	2	3400	608	.20	1407	.48*
NBR	0	0	70		210	
SBL	2	3400	108	.03	79	.02*
SBT	2	3400	799	.29*	998	.31
SBR	0	0	170		71	
EBL	1	1700	92	.05*	188	.11
EBT	2	3400	609	.22	957	.33*
EBR	0	0	124		156	
WBL	1	1700	120	.07	150	.09*
WBT	2	3400	787	.25*	541	.18
WBR	0	0	79		65	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.67		.97

4. Knott St & Cerritos Ave

Post-2010 (With Possible Mitigation)						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	115	.03*	134	.04
NBT	2	3400	608	.18	1407	.41*
NBR	1	1700	70	.04	210	.12
SBL	2	3400	108	.03	79	.02*
SBT	2	3400	799	.29*	998	.31
SBR	0	0	170		71	
EBL	1	1700	92	.05*	188	.11
EBT	2	3400	609	.18	957	.28*
EBR	1	1700	124	.07	156	.09
WBL	1	1700	120	.07	150	.09*
WBT	2	3400	787	.25*	541	.18
WBR	0	0	79		65	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.67		.85

5. Magnolia St & Katella Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL V/C		PM PK HOUR VOL V/C	
NBL	1	1700	77	.05*	99	.06*
NBT	2	3400	737	.22	939	.28
NBR	1	1700	43	.03	121	.07
SBL	1	1700	53	.03	103	.06
SBT	2	3400	692	.23*	845	.29*
SBR	0	0	92		158	
EBL	1	1700	158	.09	147	.09
EBT	2	3400	729	.25*	940	.31*
EBR	0	0	126		126	
WBL	1	1700	111	.07*	85	.05*
WBT	2	3400	658	.19	778	.23
WBR	1	1700	48	.03	74	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.65		.76

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL V/C		PM PK HOUR VOL V/C	
NBL	1	1700	101	.06*	129	.08*
NBT	2	3400	831	.24	1045	.31
NBR	1	1700	61	.04	168	.10
SBL	1	1700	65	.04	127	.07
SBT	2	3400	772	.26*	940	.33*
SBR	0	0	109		184	
EBL	2	3400	187	.06	169	.05
EBT	3	5100	1054	.24*	1347	.30*
EBR	0	0	163		163	
WBL	2	3400	152	.04*	117	.03*
WBT	3	5100	947	.19	1117	.22
WBR	1	1700	59	.03	93	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.65		.79

6. Western Ave & Katella Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	309	.18*	93	.05*
NBT	2	3400	418	.16	553	.19
NBR	0	0	123		108	
SBL	1	1700	95	.06	102	.06
SBT	2	3400	835	.28*	783	.27*
SBR	0	0	113		137	
EBL	1	1700	117	.07*	156	.09*
EBT	2	3400	733	.22	648	.19
EBR	1	1700	129	.08	117	.07
WBL	1	1700	134	.08	118	.07
WBT	2	3400	858	.25*	977	.29*
WBR	1	1700	180	.11	125	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.83		.75

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	371	.22*	115	.07*
NBT	2	3400	433	.17	594	.21
NBR	0	0	147		135	
SBL	1	1700	122	.07	129	.08
SBT	2	3400	904	.31*	850	.30*
SBR	0	0	148		171	
EBL	1	1700	147	.09*	194	.11*
EBT	3	5100	1052	.21	936	.18
EBR	1	1700	158	.09	146	.09
WBL	1	1700	162	.10	148	.09
WBT	3	5100	1248	.24*	1396	.27*
WBR	1	1700	222	.13	155	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.91		.80

6. Western Ave & Katella Ave

Post-2010 (With Possible Mitigation)						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	371	.11*	115	.03*
NBT	2	3400	433	.17	594	.21
NBR	0	0	147		135	
SBL	1	1700	122	.07	129	.08
SBT	2	3400	904	.31*	850	.30*
SBR	0	0	148		171	
EBL	1	1700	147	.09*	194	.11*
EBT	3	5100	1052	.21	936	.18
EBR	1	1700	158	.09	146	.09
WBL	1	1700	162	.10	148	.09
WBT	3	5100	1248	.24*	1396	.27*
WBR	1	1700	222	.13	155	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.80		.76

Post-2010 (With Possible Mitigation)						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	371	.22*	115	.07*
NBT	2	3400	433	.17	594	.21
NBR	0	0	147		135	
SBL	1	1700	122	.07	129	.08
SBT	2	3400	904	.27*	850	.25*
SBR	1	1700	148	.09	171	.10
EBL	1	1700	147	.09*	194	.11*
EBT	3	5100	1052	.21	936	.18
EBR	1	1700	158	.09	146	.09
WBL	1	1700	162	.10	148	.09
WBT	3	5100	1248	.24*	1396	.27*
WBR	1	1700	222	.13	155	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.87		.75

7. Knott Ave & Katella Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	295	.17*	141	.08
NBT	2	3400	597	.18	1114	.33*
NBR	1	1700	135	.08	203	.12
SBL	1	1700	146	.09	173	.10*
SBT	2	3400	795	.23*	814	.24
SBR	1	1700	116	.07	59	.03
EBL	1	1700	46	.03*	197	.12
EBT	3	5100	431	.08	969	.19*
EBR	1	1700	122	.07	356	.21
WBL	1	1700	128	.08	201	.12*
WBT	3	5100	791	.16*	591	.15
WBR	0	0	48		150	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.64		.79

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3400	345	.10*	174	.05
NBT	2	3400	582	.17	1110	.33*
NBR	1	1700	140	.08	230	.14
SBL	2	3400	176	.05	212	.06*
SBT	2	3400	774	.23*	803	.24
SBR	1	1700	155	.09	79	.05
EBL	2	3400	61	.02*	264	.08
EBT	3	5100	642	.13	1463	.29*
EBR	1	1700	146	.09	429	.25
WBL	2	3400	134	.04	226	.07*
WBT	3	5100	1149	.24*	892	.21
WBR	0	0	56		186	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.64		.80

8. Western Ave & Orangewood Ave

Existing						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	126	.07*	71	.04*
NBT	2	3400	560	.17	883	.26
NBR	0	0	15		16	
SBL	1	1700	12	.01	31	.02
SBT	2	3400	785	.28*	1017	.35*
SBR	0	0	183		171	
EBL	1	1700	148	.09*	281	.17*
EBT	1	1700	13	.05	10	.04
EBR	0	0	64		62	
WBL	1	1700	10	.01	12	.01
WBT	1	1700	7	.01*	3	.01*
WBR	0	0	6		11	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.50		.62

Post-2010						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	111	.07*	53	.03*
NBT	2	3400	577	.17	904	.27
NBR	0	0	13		13	
SBL	1	1700	17	.01	42	.02
SBT	2	3400	801	.32*	1064	.39*
SBR	0	0	277		256	
EBL	1	1700	211	.12*	385	.23*
EBT	1	1700	16	.04	11	.03
EBR	0	0	54		45	
WBL	1	1700	9	.01	10	.01
WBT	1	1700	9	.01*	4	.01*
WBR	0	0	7		16	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.57		.71

9. Dale St & Katella Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	85	.05	76	.04
NBT	2	3400	283	.11*	393	.14*
NBR	0	0	85		81	
SBL	1	1700	92	.05*	148	.09*
SBT	2	3400	253	.10	494	.18
SBR	0	0	94		111	
EBL	1	1700	84	.05*	117	.07
EBT	2	3400	711	.21	1057	.31*
EBR	1	1700	58	.03	81	.05
WBL	1	1700	78	.05	92	.05*
WBT	2	3400	786	.23*	797	.23
WBR	1	1700	123	.07	102	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.49		.64

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	104	.06*	96	.06*
NBT	2	3400	282	.11	400	.15
NBR	0	0	105		100	
SBL	1	1700	106	.06	172	.10
SBT	2	3400	254	.11*	504	.19*
SBR	0	0	110		131	
EBL	1	1700	98	.06*	136	.08
EBT	3	5100	1019	.20	1510	.30*
EBR	1	1700	71	.04	102	.06
WBL	1	1700	95	.06	115	.07*
WBT	3	5100	1128	.22*	1139	.22
WBR	1	1700	144	.08	119	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.50		.67

10. Dale St & Chapman Ave

Existing						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	58	.03	87	.05
NBT	1	1700	301	.18*	490	.29*
NBR	1	1700	79	.05	97	.06
SBL	1	1700	95	.06*	66	.04*
SBT	1	1700	341	.20	395	.23
SBR	1	1700	120	.07	83	.05
EBL	1	1700	89	.05*	129	.08*
EBT	2	3400	532	.17	914	.30
EBR	0	0	60		94	
WBL	1	1700	29	.02	67	.04
WBT	1	1700	453	.27*	532	.31*
WBR	1	1700	94	.06	72	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.61		.77

Post-2010						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	69	.04	102	.06
NBT	2	3400	328	.10*	541	.16*
NBR	1	1700	99	.06	121	.07
SBL	1	1700	110	.06*	75	.04*
SBT	2	3400	378	.11	434	.13
SBR	1	1700	125	.07	89	.05
EBL	2	3400	95	.03	137	.04
EBT	2	3400	651	.21*	1116	.36*
EBR	0	0	72		112	
WBL	2	3400	36	.01*	83	.02*
WBT	2	3400	561	.17	653	.19
WBR	1	1700	107	.06	83	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.63

11. Beach Blvd & Cerritos Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	73	.04	133	.08
NBT	3	5100	2211	.44*	2070	.43*
NBR	0	0	53		131	
SBL	1	1700	79	.05*	146	.09*
SBT	3	5100	1954	.40	2001	.42
SBR	0	0	108		126	
EBL	1	1700	102	.06*	130	.08*
EBT	2	3400	384	.14	623	.21
EBR	0	0	89		101	
WBL	1	1700	85	.05	76	.04
WBT	2	3400	452	.16*	420	.17*
WBR	0	0	87		149	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.76		.82

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	84	.05	152	.09
NBT	4	6800	2447	.37*	2286	.36*
NBR	0	0	61		151	
SBL	1	1700	91	.05*	167	.10*
SBT	4	6800	2161	.34	2211	.35
SBR	0	0	123		144	
EBL	1	1700	116	.07*	147	.09
EBT	2	3400	452	.16	734	.25*
EBR	0	0	102		115	
WBL	1	1700	96	.06	86	.05*
WBT	2	3400	533	.19*	497	.20
WBR	0	0	98		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.73		.81

12. Beach Blvd & Katella Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	HOUR V/C	PM PK HOUR VOL	HOUR V/C
NBL	1	1700	405	.24	304	.18
NBT	3	5100	2413	.52*	2369	.50*
NBR	0	0	222		188	
SBL	1	1700	240	.14*	401	.24*
SBT	3	5100	1800	.38	1924	.39
SBR	0	0	141		70	
EBL	1	1700	153	.09*	308	.18
EBT	2	3400	797	.23	1125	.33*
EBR	1	1700	100	.06	251	.15
WBL	1	1700	203	.12	292	.17*
WBT	2	3400	885	.26*	924	.27
WBR	1	1700	133	.08	163	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				1.06		1.29

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	HOUR V/C	PM PK HOUR VOL	HOUR V/C
NBL	2	3400	464	.14	350	.10
NBT	4	6800	2659	.43*	2612	.42*
NBR	0	0	249		212	
SBL	2	3400	341	.10*	553	.16*
SBT	4	6800	1974	.32	2117	.33
SBR	0	0	204		97	
EBL	2	3400	219	.06*	436	.13
EBT	3	5100	1138	.22	1622	.32*
EBR	1	1700	106	.06	288	.17
WBL	2	3400	220	.06	332	.10*
WBT	3	5100	1293	.25*	1359	.27
WBR	1	1700	188	.11	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.89		1.05

12. Beach Blvd & Katella Ave

Post-2010 (With Possible Mitigation)						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	464	.14	350	.10
NBT	4	6800	2659	.39*	2612	.38*
NBR	1	1700	249	.15	212	.12
SBL	2	3400	341	.10*	553	.16*
SBT	4	6800	1974	.32	2117	.33
SBR	0	0	204		97	
EBL	2	3400	219	.06*	436	.13
EBT	3	5100	1138	.22	1622	.32*
EBR	1	1700	106	.06	288	.17
WBL	2	3400	220	.06	332	.10*
WBT	3	5100	1293	.25*	1359	.27
WBR	1	1700	188	.11	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.85	1.01	

13. Beach Blvd & Orangewood Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	40	.02	53	.03
NBT	3	5100	1688	.36*	1805	.39*
NBR	0	0	144		166	
SBL	1	1700	61	.04*	144	.08*
SBT	3	5100	1634	.33	1757	.37
SBR	0	0	49		127	
EBL	1	1700	52	.03	75	.04
EBT	2	3400	212	.08*	90	.05*
EBR	0	0	73		76	
WBL	1	1700	124	.07*	171	.10*
WBT	1	1700	91	.05	160	.09
WBR	1	1700	75	.04	133	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		.67

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	48	.03	64	.04
NBT	4	6800	1951	.31*	2082	.33*
NBR	0	0	163		191	
SBL	1	1700	65	.04*	153	.09*
SBT	4	6800	1872	.28	2021	.32
SBR	0	0	56		145	
EBL	1	1700	58	.03	84	.05
EBT	2	3400	237	.10*	100	.06*
EBR	0	0	90		91	
WBL	1	1700	144	.08*	198	.12*
WBT	1	1700	100	.06	179	.11
WBR	1	1700	78	.05	139	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.58		.65

14. Beach Blvd & Chapman Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	198	.12*	195	.11*
NBT	3	5100	1652	.34	1781	.38
NBR	0	0	84		133	
SBL	1	1700	90	.05	191	.11
SBT	3	5100	1718	.36*	1892	.39*
SBR	0	0	113		73	
EBL	1	1700	95	.06	152	.09
EBT	2	3400	540	.19*	515	.21*
EBR	0	0	99		208	
WBL	1	1700	171	.10*	206	.12*
WBT	2	3400	473	.17	505	.18
WBR	0	0	95		121	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.82		.88

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	231	.07*	229	.07*
NBT	4	6800	1881	.29	2025	.32
NBR	0	0	99		156	
SBL	2	3400	107	.03	226	.07
SBT	4	6800	1958	.31*	2155	.33*
SBR	0	0	135		87	
EBL	1	1700	112	.07	179	.11*
EBT	3	5100	653	.13*	627	.12
EBR	1	1700	115	.07	244	.14
WBL	1	1700	199	.12*	240	.14
WBT	3	5100	575	.13	614	.15*
WBR	0	0	113		144	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.68		.71

15. Beach Blvd & Lampson Ave

Existing						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	115	.07*	96	.06*
NBT	3	5100	1112	.22	1107	.24
NBR	0	0	33		93	
SBL	1	1700	19	.01	64	.04
SBT	3	5100	988	.21*	1142	.23*
SBR	0	0	73		52	
EBL	1	1700	41	.02*	60	.04
EBT	2	3400	92	.05	189	.10*
EBR	0	0	64		144	
WBL	2	3400	55	.02	79	.02*
WBT	2	3400	134	.05*	118	.05
WBR	0	0	37		36	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.40		.46

Post-2010						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	135	.08*	114	.07*
NBT	4	6800	1269	.19	1264	.20
NBR	0	0	39		107	
SBL	1	1700	22	.01	76	.04
SBT	4	6800	1133	.18*	1309	.20*
SBR	0	0	89		63	
EBL	1	1700	49	.03*	73	.04
EBT	2	3400	112	.06	233	.12*
EBR	0	0	77		171	
WBL	2	3400	63	.02	91	.03*
WBT	2	3400	165	.06*	147	.06
WBR	0	0	43		42	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.40		.47

APPENDIX C

**FISCAL IMPACT REPORT
GENERAL PLAN UPDATE
CITY OF STANTON**

Prepared for:

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1300 Dove Street, Suite 100
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January 18, 1990

Revised May 28, 1991

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A S S O C I A T E S

TABLE OF CONTENTS

List of Tables and Figures	iii
Executive Summary	iv
Chapter 1. Introduction	1
1.1 Sources of Data	2
1.2 Overview of the Report	2
Chapter 2. Preferred Land Use Summary	3
2.1 Opportunity Areas	3
2.2 Land Uses	3
2.3 Residential	4
2.4 Commercial	5
2.5 Industrial	5
2.6 Hotel/Motel	5
2.7 Recycled and Enhanced Land Uses	5
Chapter 3. Fiscal Impacts	8
3.1 Summary of Recurring Revenues and Costs	8
3.2 Base Year Revenues and Costs	11
3.3 Fiscal Impacts of New Development	11
3.4 Additional Revenues from Base Year	13
3.5 Redevelopment Agency Revenues	14
3.6 Overall Fiscal Impacts to the City of Stanton	14
Chapter 4. City of Stanton Revenue Factors	16
4.1 Property Tax	16
4.2 Real Property Transfer Tax	17
4.3 Sales and Use Tax	17

TABLE OF CONTENTS

(Continued)

4.4	Franchises	18
4.5	Transient Occupancy Tax	18
4.6	Business Certificates	19
4.7	Fee and Permits	19
4.8	Fines	19
4.9	State Subventions	20
4.10	Community Development Fees	20
4.11	Rental Income - General	20
4.12	Rental Income - Transfer Station	20
4.13	Other Revenues	21
4.14	Transfers: Gas Tax 2106/2107	21
4.15	Transfers: Gas Tax 2105	22
4.16	Interest Income	22
Chapter 5.	Cost Estimation Methodology	23
5.1	Police	23
5.2	Parking Control	24
5.3	Fire	24
5.4	Public Facilities and Grounds Maintenance	26
5.5	Public Works	26
5.6	Recreation and Leisure Services	27
5.7	Parks Maintenance	27
5.8	Graffiti Abatement	30
5.9	General Government	30
Appendix A	Persons and Agencies Contacted	31
Appendix B	Revised Fiscal Impact Analysis	32

LIST OF TABLES AND FIGURES

Tables

2-1	Potential New Growth	7
3-1	Recurring Revenues and Costs	9
5-1	Fire Service Cost	25
5-2	Total Lane Miles by Road Classification	28
5-3	Park Acreage	29
B-1	Revised General Plan Update Recurring Revenues and Costs .	33

Figures

Figure A	Summary of Net Recurring Fiscal Impacts	v
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EXECUTIVE SUMMARY

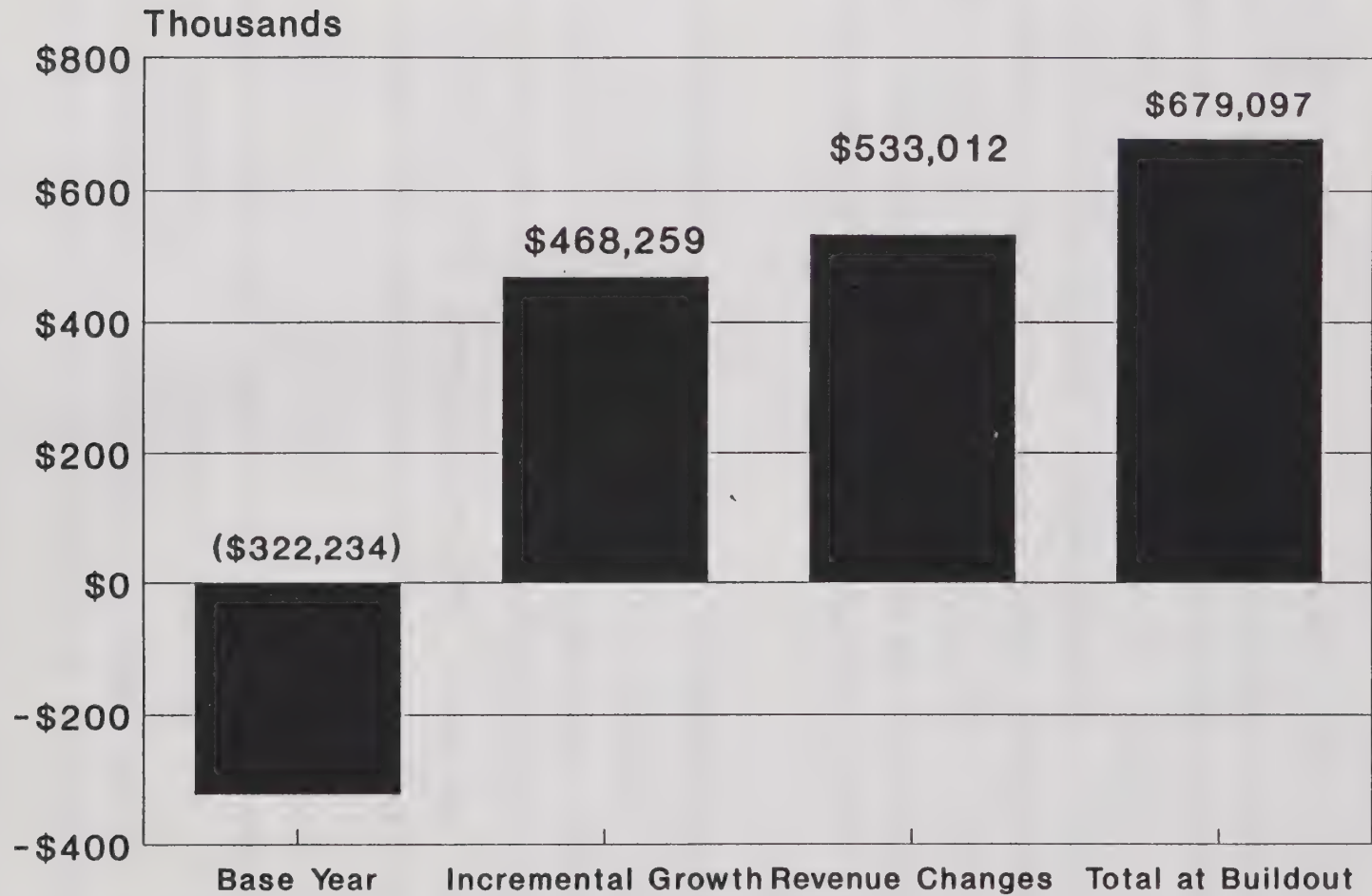
The purpose of this analysis is to project the detailed costs and revenues associated with the buildout of the City of Stanton. These costs and revenues are projected according to the preferred alternative land use element of the General Plan update. The January 18, 1991 fiscal analysis has been superseded by the May 27, 1991 fiscal analysis. This analysis is based on the latest General Plan Update statistics dated April 24, 1991. This Executive Summary presents the revised analysis, which is not significantly different from the preceding analysis. The detailed fiscal projection is presented in Appendix B, along with the revenue/cost factors and land use statistics that have been revised.

The preferred alternative land use is comprised of seven consolidated land use categories designed to provide for greater intensity as well as increased flexibility in development approval. Within the land use designations are opportunity areas, which provide for a more focused treatment than the underlying land use designation. This analysis assumes that these areas will provide opportunities for augmentation of existing commercial and industrial land uses.

Figure A summarizes the findings of this fiscal study. As shown, the net fiscal impact associated with the City's current status is a net negative \$322.2 thousand. This budget deficit reflects the City's currently underdeveloped retail and hotel segments, as sales tax and transient occupancy tax revenues comprise relatively small portions of the City's current revenue base.

Incremental growth, occurring between the base year and buildout, provides a net positive fiscal impact of \$468.3 thousand, based on revenues of \$1.43 million and

FIGURE A
CITY OF STANTON
SUMMARY OF NET RECURRING FISCAL IMPACTS



Source: Stanley R. Hoffman Associates

costs of \$964.3 thousand. This development is primarily retail commercial, and as such, provides significantly higher revenues than costs, with a revenue/cost ratio of 1.49. In other words, for every new \$1.00 in costs, the City is projected to receive new revenues of \$1.49. This analysis also assumes that existing retail and hotel facilities are enhanced.

In addition to fiscal impacts generated from new development, the City is also projected to receive new revenues resulting from pricing and policy changes related to the existing population base. The new revenues are generated from the waste transfer station and Section 2105 State gas taxes. Together, these new revenues amount to a net positive impact of \$533.0 thousand over and above the positive fiscal impacts of new growth.

The combined effect of new growth and new revenues from the existing population is a net positive fiscal impact of \$679.1 thousand to the City of Stanton at buildout. This surplus is based on recurring revenues of \$10.03 million and recurring costs of \$9.35 million once the City reaches a stabilized state, with a revenue/cost ratio of 1.07.

CHAPTER 1

INTRODUCTION

The City of Stanton is located in Central Orange County, amidst the cities of Westminster, Cypress, Garden Grove and Anaheim. Stanton is approximately 3.3 square miles in size and has a current population of about 30,491. The city population is expected to increase to 34,088 by the year 2010 based on projections by the Southern California Association of Governments (SCAG).

The City of Stanton in its current state is faced with a declining revenue base and increasing public service costs. It's taxable retail sales grew only slightly over the 1985-88 period, in part due to a weak mix of retailers and the relatively few parcels of vacant commercial land available for commercial development. The cities surrounding Stanton, such as Cypress and Garden Grove exhibit a greater diversity in retailing and higher sales tax revenues.

This report presents a fiscal analysis description and methodology for the City of Stanton for purposes of projecting recurring revenues and costs to the City of Stanton. These estimates provide basic information about City revenue sources and operations costs and their relationship to major land use, economic and demographic factors.

These cost and revenue factors are used in the implementation of a computerized fiscal impact model, this model illustrates the impact of the preferred land use alternative developed for the General Plan update for the City of Stanton. Output data from the fiscal impact model include recurring cost/revenue balances and projected cash flow surpluses or deficits to the City of Stanton from the preferred land use alternative.

1.1 Sources of Data

This study has used the following information sources for the projection of City Stanton cost and revenue factors:

- Revenue and cost estimates based on interviews with the City of Stanton staff and an analysis of the 1990/91 budget.
- Property tax allocation information from the Orange County Auditor - Controller's office.
- Market and property valuation provided by field research and various secondary data sources.
- Recycling and enhanced areas are based on the Opportunity Areas identified by The Planning Center.

1.2 Overview of the Report

Chapter 2 discusses the preferred land use alternative. Chapter 3 addresses the fiscal impacts of the preferred land use alternative to the City of Stanton. Chapter 4 summarizes the revenue factors used in the fiscal model and Chapter 5 outlines the cost factors. Appendix A is a list of agencies and persons contacted.

The Executive Summary and Chapters 1 and 2 have been made consistent with the land use revisions and population statistics. The revised fiscal analysis is presented in Appendix B.

CHAPTER 2

PREFERRED LAND USE SUMMARY

For the City of Stanton General Plan Update a fiscal analysis has been prepared using the preferred land use summary. The consolidation of the General Plan into 7 land use categories is an attempt to provide greater land use efficiency and flexibility in development approval. Included within these 7 land use categories are Opportunity Areas which are intended to provide greater intensity and/or increased flexibility in land uses.

2.1 Opportunity Areas

For the preferred land use plan, certain locations within the City of Stanton have been outlined as Opportunity Areas, these sites provide for more detailed treatment of specific areas where greater intensity or increased flexibility in land use are intended, this includes recycling and enhancement of existing developed property.

2.2 Land Uses

The 7 seven consolidated land uses and their corresponding acreage include the following:

•	Low Density Residential	379.0
•	Medium Density Residential	129.0
•	High Density Residential	343.0
•	General Commercial	232.0
•	Industrial	210.0
•	Public/Institutional	70.0
•	Open Space/Recreational	121.0
	Total Land Use Acreage	1,484.0

In addition to the 7 land use categories, there are 3 designations that include streets and rights-of-way:

•	Right-of-way arterial	164.0
•	Right-of-way SPRR	21.0
•	Residential Streets	291.0
	Total Streets and ROW	476.0

2.3 Residential

Low Density Residential this designation provides for areas of single family housing. This designation has dwelling unit densities ranging from 1 to 6 units per acre. For purposes of this analysis, a per acre factor of 4 dwelling units is used. The City of Stanton currently has 0.9 acres of vacant land within this land use designation.

Medium Density Residential the medium residential designation allows for condominiums, rental units, townhomes, duplexes, triplexes and fourplexes. Also included in this land use category are mobile home parks, under the old General Plan, these were previously categorized as high density residential. This designation has a dwelling unit density ranging from 7 to 11 units per acre. This analysis assumes a per acre factor of 9 dwelling units per acre.

High Density Residential this designation allows for a density ranging from 12 to 25 dwelling units per acre. The fiscal analysis uses 18 dwelling units per acre, but in special cases, senior and/or congregate care housing will allow substantial increases in the density per acre.

In all cases of residential uses, an average household population of 2.64 persons is assumed.

2.4 Commercial

Recycling and enhanced areas are based on the Opportunity Areas identified by The Planning Center.

Retail Commercial a floor area ratio (FAR) of 0.25 is assumed for the retail commercial. This analysis assumes that there will be 243,459 square feet of new development and 154,638 square feet of enhanced development in the category of retail commercial.

Office Commercial the office commercial has an FAR of 0.35. This analysis assumes that there will be 340,843 square feet of new development and 216,493 square feet of enhanced development.

2.5 Industrial

There is only one industrial designation in the City with an assumed FAR of 0.45. For purposes of this fiscal analysis, it is assumed that there will be 327,157 square feet of new industrial development and 281,485 square feet of enhanced industrial development in the City of Stanton.

2.6 Hotel\Motel

For purposes of this analysis, it is assumed that 120 new hotel rooms will be added to the City of Stanton between now and the buildout timeframe. The last hotel/motel to be constructed in the City was in 1989 and contained 68 rooms. In addition it is assumed that approximately 160 rooms, approximately 25 percent of Stanton's total existing hotel/motel rooms, will encounter enhanced development, thereby potentially increasing occupancy and room rates.

2.7 Recycled and Enhanced Land Uses

Three intensities of commercial and industrial land uses have been identified in the City of Stanton for purposes of this analysis:

1. Vacant - land which presently has no development.
2. Recyclable - areas that are built, but have potential for redevelopment and intensification of their use, thereby increasing the FAR.
3. Enhanceable - areas that are built, but through cosmetic improvements such as structural and facade improvements will generate higher sales per square foot.

Table 2-1 shows the potential incremental growth in square feet, through new and enhanced development in the City of Stanton. This analysis assumes that there are 65.56 recyclable industrial acres and approximately 14.36 industrial acres having enhancement opportunities. Together these represent a total of 281,485 potential additional square feet of industrial use.

There are 137.81 commercial acres within the Opportunity Areas which could be recycled, creating an increase in the amount of square footage above that which is presently on the site. In addition, there are 28.40 acres of commercial land having enhancement opportunities. Together these represent a total of 371,131 potential additional square feet of commercial use.

TABLE 2-1
CITY OF STANTON GENERAL PLAN UPDATE
POTENTIAL NEW GROWTH¹

	<u>New Development</u>	<u>Enhanced Development</u>
Low Density Residential (units)	309	-
High Density Residential (units)	1,038	-
Commercial - Retail (Sq. Ft.)	243,459	154,638
Commercial - Office (Sq. Ft.)	340,843	216,493
Industrial (Sq. Ft.)	327,157	281,485
Hotel (Rooms)	120	160

Source: Stanley R. Hoffman Associates, Inc.

¹ Recycling and enhanced areas are based on the Opportunity Areas identified by The Planning Center.

CHAPTER 3

FISCAL IMPACTS

This chapter presents the fiscal impacts associated with the full implementation, of the proposed general plan at buildout. These impacts are based on the land use assumptions discussed in Chapter 2 and the revenue and cost estimation factors in Chapters 4 and 5, respectively.

3.1 Summary of Recurring Revenues and Costs

A summary of recurring revenues and costs is presented in Table 3-1, with the net recurring fiscal impact and recurring revenue/cost ratio shown at the bottom of the table. As shown in the first column, in the 1990/91 base year, general fund expenditures of \$8.39 million currently exceed revenues of \$8.07 million, resulting in a current general fund deficit of \$322.2 thousand. This deficit results in a revenue cost ratio of 0.96 for fiscal year 1990/91, meaning that the City receives \$0.96 in revenues for every \$1.00 of expenditures. This shortfall is currently mitigated through a transfer of reserve funds into the general fund.

The net fiscal impact of the incremental growth over and above the base year is shown in the second column of Table 3-1. This new growth, when isolated from the base year, has a net positive recurring fiscal impact of \$606.4 thousand. Revenues of \$1.09 million from the incremental growth exceed costs of \$487.4 thousand, resulting in a revenue/cost ratio of 2.24.

The third column of Table 3-1 shows the revenue changes generated from pricing and policy changes in the base year. These revenue changes, while new to the city, are not a result of the new growth associated with buildout of the general plan, and as such, are shown separately in the third column. As discussed in Chapter 4, new revenues will be realized from the waste transfer station and from Section 2105 State Gas Taxes as applied to the existing population base. These

TABLE 3-1
CITY OF STANTON
GENERAL FUND RECURRING REVENUES AND COSTS

(In Constant 1990 Dollars)

RECURRING REVENUES	BASE YEAR	INCREMENTAL GROWTH FROM BASE YEAR	REVENUE/COST CHANGES FROM BASE YEAR	TOTAL AT GENERAL PLAN BUILDOUT	PERCENTAGE AT BUILDOUT
Property tax	1,207,300	65,090	(144,876)	1,127,514	11.66%
Real property transfer tax	55,000	7,596		62,596	0.65%
Sales and use tax	3,000,000	633,528		3,633,528	37.58%
Franchises	272,500	11,757		284,257	2.94%
Transient occupancy tax	285,000	160,600		445,600	4.61%
Business Certificates	120,000	61,933		181,933	1.88%
Fees and Permits	182,700	0		182,700	1.89%
Fines	270,000	37,858		307,858	3.18%
State subventions	1,160,260	50,236		1,210,496	12.52%
Community development fees	24,800	0		24,800	0.26%
Rental Income, General	89,000	3,838		92,838	0.96%
Rental Income, Transfer Station	520,000	0	505,846	1,025,846	10.61%
Other Revenues	5,000	410		5,410	0.06%
Transfers: Gas Tax 2106/2107	285,000	12,517		297,517	3.08%
Transfers: Gas Tax 2105	0	6,364	147,558	153,922	1.59%
Transfers: Other	392,700	0		392,700	4.06%
P.E.R.S.	57,800	0		57,800	0.60%
Interest	140,000	42,069		182,069	1.88%
Total Recurring Revenues	\$8,067,060	\$1,093,797	\$508,528	\$9,669,384	100.00%
RECURRING COSTS					
Police	3,315,214	139,960		3,455,174	38.93%
Parking Control	57,379	2,178		59,557	0.67%
Fire	2,020,736	87,150		2,107,886	23.75%
Planning & Community Improvement	301,160	0		301,160	3.39%
Building Regulation	105,762	0		105,762	1.19%
Public Facilities/Grounds Maintenance	614,876	29,550		644,426	7.26%
Public Works	577,757	96,311		674,068	7.60%
Recreation and Leisure Services	236,546	10,202		246,748	2.78%
Park Maintenance	113,683	60,361		174,044	1.96%
Graffiti abatement	15,524	670		16,194	0.18%
General Government	1,030,597	59,892		1,090,489	12.29%
Property Tax Administration Fee	0	1,109	(2,173)	(1,064)	
Total Recurring Costs	\$8,389,234	\$487,382	(\$2,173)	\$8,874,443	100.00%
Net Recurring Fiscal Impact (1)	(\$322,174)	\$606,415	\$510,701	\$794,942	
Recurring Revenue/Expenditure Ratio	0.96	2.24	N/A	1.09	

\$794,942

(1) In the base year, reserves of \$322,174 were transferred in to balance the General Fund.

Source: Stanley R. Hoffman Associates, Inc.

new revenues will generate a net positive fiscal impact of \$510.7 thousand to the City's general fund by buildout, after including the estimated real reduction in property tax revenues.

The fourth column of Table 3-1 shows the sum of revenues and costs from the base year, the incremental growth, and the additional revenues from the base year. The following formula represents the methodology used to arrive at a stabilized projection for recurring revenues and costs:

$$\begin{array}{rcccl} \text{Base Year} & + & \text{Incremental} & & \text{Additional} & & & & \text{Total} \\ & & \text{Growth from} & + & \text{Revenues from} & = & & & \text{General Plan} \\ & & \text{New Development} & & \text{Base Year} & & & & \text{Buildout} \end{array}$$

At general plan buildout, total general fund recurring revenues are projected to total \$9.67 million while recurring costs are estimated at \$8.87 million. The net recurring fiscal impact is projected to be a positive \$794.9 thousand. This positive fiscal impact includes the following components:

Net positive fiscal impact from projected revenue changes to the base year	\$510,700
Plus: Net positive fiscal impact from new development	\$606,400
Equals: Net fiscal impact	\$1,117,100
Less: Existing budget deficit	\$322,200
Equals: Net Recurring Fiscal Impact	\$794,900

As shown, \$510.7 thousand of this recurring surplus is additional revenue from the base year that is not currently reflected in the budget. When added to the net positive fiscal impact from new development, \$606.4 thousand, the total net positive fiscal impact amounts to \$1.12 million. This total net positive impact offsets the current \$322.2 thousand general fund deficit and results in the net

recurring fiscal impact of \$794.9 thousand. The revenue/cost ratio at general plan buildout is projected to be 1.09, with revenues exceeding costs by a margin of 9.0 percent. Thus, the net impact of new development and new revenues from Section 2105 State Gas taxes and the waste transfer station is a significant improvement in the City's fiscal status.

3.2 Base Year Revenues and Costs

Revenues and costs shown for the base year are taken directly from the general fund budget for fiscal year 1990/91. Of the revenues listed, only Section 2105 State Gas taxes are not currently shown as part of the base year revenues. As discussed in Chapter 4, the newly approved Section 2105 State Gas taxes will generate new revenues to cities as of January 1, 1991. Revenue from fees and permits, although shown in the base year, is not projected for the buildout year, as fees are assumed to match increased costs for this category.

Base year costs are shown for all categories, including Planning and Community Development and Building Regulation, which are not projected to increase for the buildout year. As shown, base year costs exceed revenues by approximately \$322.2 thousand, or 4.0 percent of the total operating budget. For the base year, this budget shortfall is corrected by transfers from other funds. If continued over a long term basis, this budget shortfall does not represent an overall healthy fiscal position for the City of Stanton.

3.3 Fiscal Impacts of New Development

New development projected to occur in Stanton leading to buildout of the General Plan yields a net positive fiscal impact, as shown in column 2 of Table 3-1. On its own, new development is projected to generate revenues of \$1.09 million and costs of \$487.4 thousand, producing a net fiscal surplus of \$606.4 thousand. The

revenue/cost ratio for new development is 2.24--that is, for every \$1.00 in costs, \$2.24 in revenue is generated.

Recurring Revenues. Sales and use tax, at \$633.5 thousand or 57.9 percent, is the largest revenue category projected related to incremental growth. Transient occupancy tax amounts to \$160.0 thousand, or 14.6 percent, and is the second largest new source of revenue. Property tax is the third largest revenue source at \$65.1 thousand or 6.0 percent. Other major revenues include: Business certificates, at \$61.9 thousand and 5.7 percent; State subventions at \$50.2 thousand and 4.6 percent; interest income at \$42.1 thousand and 3.9 percent and fines, at \$37.9 thousand and 3.5 percent of total revenues. Other revenues, including transfer tax, franchises, rental income, transfers and other income comprise the remaining 3.9 percent of revenues from incremental development.

As shown in Table 3-1, projections for the incremental growth do not include revenue from fees and permits, community development fees, rental income from the waste transfer station, P.E.R.S reimbursements and transfers from funds other than gas taxes. These fee-based revenues are assumed to cancel out the associated fee-based expenditures, resulting in a neutral fiscal impact to the city. In this analysis, it is assumed that new Building Regulation expenses will be supported by new fees and permits revenue. Likewise, new Planning and Community Improvement expenditures will be supported by new Community Development fees. These assumptions are based on the fact that Stanton is near buildout and will most likely maintain its Building Regulation, Planning and Community Improvement departments at the current stabilized level.

Recurring Costs. Police costs associated with incremental growth toward buildout are projected at \$140.0 thousand, or 28.7 percent of total expenditures. Public works expenditures are projected at \$96.3 thousand, or 19.8 percent of the total,

and constitute the second largest expenditure. Fire protection, amounting to \$87.2 thousand or 17.9 percent of costs, is the third largest new expenditure from incremental growth. General government costs, projected at \$59.9 thousand and park maintenance, projected at \$60.4 thousand amount to 12.3 percent and 12.4 percent respectively. Other costs, including public facilities and grounds maintenance, recreation and leisure services, parking control, graffiti abatement, and property tax administration fees total \$43.7 thousand and comprise the remaining 9.0 percent of projected new expenditures.

3.4 Additional Revenues from Base Year

Two new revenue sources, rental income from the waste transfer station and Section 2105 State gas tax revenues from existing population, are included in the fiscal projections. These revenues, totaling \$653.4 thousand, are partially offset by an erosion in property tax revenues in real dollars from the existing base. These revenue changes are shown separately in the third column of Table 3-1 to distinguish their impacts from those relating to buildout of the general plan. Revenue increases generated by the waste transfer station are generated from two sources:

- (1) New revenues from pricing policy changes, totaling \$358.2 thousand in constant 1991 dollars as discussed below in Chapter 4; and,
- (2) Increased fee revenue from increased use of the facility through the end of fiscal year 1990/91, at which time the facility will operate at full capacity. The additional revenue generated during this period adds an additional \$147.6 thousand to the existing revenue base.

Together, these additional revenues total \$653.4 in constant 1991 dollars. Section 2105 State gas tax revenues generated from the existing population base are projected at \$147.6 thousand at buildout. Both the transfer station revenues and the State gas tax revenues would be generated independent of new development since they are based on pricing and policy changes in local and state government.

New revenues from the existing base year are partially offset by the erosion of property tax revenues over the twenty year projection period. This projected loss amounts to \$144.9 thousand in constant 1991 dollars. This estimated amount is equal to 12.0 percent of the existing property tax revenue. This reduction reflects the fact that property tax revenues will not grow at pace with other revenues due to Proposition 13 limitations. Since all other projections are held constant in 1991 dollars, property tax revenues must be devalued to accurately reflect their real value in twenty years in relation to other revenues and costs.

3.5 Redevelopment Agency Revenues

The Stanton Redevelopment Agency (RDA) currently receives a portion of the City's property tax revenue, based on the assessed valuation of land within the Redevelopment Project Area and the City's share of the basic property tax levy. For parcels located within the Redevelopment Project Area, the city loses its share of property tax revenues, at 23.4 percent of the one percent levy, to the RDA. The RDA is projected to continue receiving this allocation until the year 2016, at which time the agency is projected to dissolve and full property tax revenues revert back to the City. Since the planning horizon for this study is assumed to be 2010, the above analysis assumes that the City receives only a portion of its full share of property tax at buildout.

3.6 Overall Fiscal Impacts to the City of Stanton

Projections in this analysis show that the effects of new development occurring to buildout and new revenues from the existing base significantly improve the City's fiscal outlook. The overall net recurring fiscal impact is estimated to be an increase of nearly \$1.12 million constant dollars, the difference between the current budget deficit and the projected surplus at buildout. The current budget deficit of \$322.2 thousand, with a revenue/cost ratio of 0.96, is raised to a positive \$\$794.9 thousand, with a revenue cost ratio of 1.09. This

represents a projected increase from a 4.0 percent shortfall to a 9.0 percent surplus for the total City at buildout. Approximately 45.7 percent of this increase, or \$510.7 thousand, is attributable to revenues from the waste transfer station and State gas tax 2105 as applied to the existing population. The remaining 54.3 percent, or \$606.4 thousand in surplus, is the result of fiscally balanced new development. Finally, this analysis assumes that the Stanton Redevelopment Agency is still in place at the buildout year, so that when the agency eventually dissolves, the City will receive additional property tax revenue from the tax increment.

CHAPTER 4

CITY OF STANTON REVENUE FACTORS

This chapter presents the methodology used in deriving assumptions and factors for the fiscal analysis of the City of Stanton. The following revenue factors have been developed for fiscal evaluation of the preferred land use alternative for the City of Stanton. All revenues are presented as annual factors in constant 1991 dollars.

- Property Tax
- Real Property Transfer Tax
- Sales and Use Tax
- Franchises
- Transient Occupancy Tax
- Business Certificates
- Fees and Permits
- Fines
- State Subventions
- Community Development Fees
- Rental Income, General
- Rental Income, Transfer Station
- Other Revenues
- Transfers: Gas Tax 2106/2107
- Transfers: Gas Tax 2105
- Interest Income

4.1 Property Tax

The allocation of the basic 1 percent property tax levy to the City of Stanton varies depending on the Tax Rate Area (TRA). The overall average tax rate allocation for the City of Stanton is estimated at 13.4 percent of the 1 percent levy based on the allocations in each TRA.

Non-residential valuation assumptions, including land value, site improvements, building value and tenant improvements, are as follows:

Land Use Type

\$60	Industrial per square foot
\$80	Retail per square foot
\$100	Office per square foot
\$80	Hotel/Motel per square foot

Unsecured property includes trade fixtures and equipment for non-residential land uses. Unsecured valuation in the City of Stanton is estimated at \$20 per square foot for commercial, industrial and office space.

Residential valuation is based upon the City of Stanton, Final Draft, Housing Element 1990. Residential valuations are based upon a survey of home prices conducted during December 1988 through January 1989. These housing price figures have been adjusted by the Consumer Price Index to September 1990 for the Los Angeles-Long Beach, Anaheim area:

<u>Residential Type</u>	<u>Average Unit Value</u>
Low density	\$169,346
Medium density	\$139,710
High density	\$110,075

4.2 Real Property Transfer Tax

Sales of property are taxed by the County of Orange at a rate of \$1.10 per \$1,000 of property value. This tax is shared equally by the City of Stanton and the County of Orange.

It is assumed that residential development will change ownership at an average rate of 10 percent each year, or that each home changes hands on the average of once every ten years. Transfers of ownership for office, retail, industrial, and hotel properties are assumed to occur at a rate of 5 percent per year, or an average of once every 20 years.

4.3 Sales and Use Tax

The City receives a sales tax of 1 percent on gross sales of most retail goods. Major generators of sales tax include retail establishments and industrial, manufacturing and hotel/motel activities. Sales tax performance is assumed to

be \$150 per square foot based on industry standards for all areas. Taxable sales from industrial and R&D land uses is estimated at \$15.50 per square foot based on information from the State Board of Equalization and the City of Stanton.

In addition to sales tax, the City of Stanton receives use tax, which is levied on shipments into the state from out of state and on construction materials for new residential and non-residential development. This tax is allocated by the State Board of Equalization to counties and cities on the basis of each jurisdiction's proportion of countywide and statewide direct sales. Use tax revenues are estimated at 12.85 percent of direct sales tax revenues.

4.4 Franchises

Franchise fee are collected from several sources in the City of Stanton including cable TV, gas, electric, refuse and water. Based on 1990/91 projected general fund revenues, total franchise fees of \$272,500 are estimated, when divided by a population of 28,427, a per capita revenue factor of \$9.59 for franchises is used for purposes of this study.

4.5 Transient Occupancy Tax

The transient occupancy tax of 8 percent is levied on gross receipts for overnight lodging in the City of Stanton. For commercial hotel/motels an average room rate of \$50 is assumed, this rate is based upon room rate averages listed by the American Automobile Association that are located in the City of Stanton. An occupancy rate of 55 percent is assumed based upon telephone conversations with the hotel/motel operators. Taxable sales generation is assumed to be 50 percent of room receipts. The estimates of taxable sales percentages for commercial hotels are based on Pannell, Kerr Forster, Trends in the Hotel Industry, 1989.

4.6 Business Certificates

Revenues from this category are estimated on a per employee basis. Employment generation factors were derived from SCAG population, housing and employment figures. Stanton is estimated to have a total employment of 7,702 in 1987 and projected to grow to 9,281 people by the year 2010. Current business fees are \$120,000 which represents \$15.04 per employee.

4.7 Fees and Permits

The current fees and permit revenues are \$182,700 in the 1990/91 budget. The revenues in this category are assumed to be related to the pace of new expenditures in building development; thus with a largely builtout city, no new revenues are shown resulting from incremental growth. The existing fee and permit revenue is carried into the buildout year, representing a stabilized level of service for the building department.

4.8 Fines

Revenues in this category include fines, forfeitures, and penalties for traffic violations and violations of local ordinances. These are calculated on per capita and employee basis.

<u>Revenue Category</u>	<u>1990/91 Projected Budget</u>	<u>Per Capita & Employee Revenues</u>
General & Parking Fines	\$170,000	\$5.98
Motor Vehicle Fines	\$100,000	\$3.52

The above per capita figures were calculated by using fiscal year 1990/91 projected general fund revenues and dividing by the Department of Finance population figure of 28,427 as of January 1, 1990 for the City of Stanton.

4.9 State Subventions

Revenues from state subventions include motor vehicle license fees, off highway in-lieu fees, trailer coach in-lieu, homeowners tax relief and cigarette tax. Based on State Controller estimates, existing state subventions are as follows:

<u>State Subventions</u>	<u>90-91 Estimate</u>	<u>Per Capita Revenues</u>
Motor Vehicle In Lieu	\$1,053,860	\$37.17
Homeowners Tax Relief	\$25,000	\$0.88
Cigarette Tax	\$69,000	\$2.49
Trailer Coach/Off Hwy In Lieu	\$12,400	\$0.43

4.10 Community Development Fees

The current revenues in this category are \$24,800 in the 1990/91 budget. The revenues in this category are assumed to be related to the pace new development in community; thus with a largely built out city, no new revenues are shown resulting from incremental growth. The existing community development revenue is carried into the buildout year, representing a stabilized level of service for the community development department.

4.11 Rental Income - General

Revenues in this category total \$89,000 based on the 1990/91 budget, and include income from property and community hall rental and are estimated at \$3.13 per capita.

4.12 Rental Income - Transfer Station

Currently the City of Stanton receives \$520,000 per year in rent from the waste transfer station, this includes the base rent of \$335,000 and the use rent of \$185,000. The use rent is calculated using the current fee of .70 per ton of waste. Based on the current operating capacity of 22,023 tons per month, multiplied by the 0.70 per ton, \$185,000 in revenues is achieved.

In the summer of 1991, the waste transfer station is estimated to begin operating at 100 percent of capacity. The maximum operating capacity is estimated to be 1,800 tons per day, a net increase of 17,577 tons per month over the existing operating capacity. Revenue increases from the base year are calculated by multiplying the incremental waste, 17,577 tons, by the current per ton use fee of \$0.70 for a sum of \$147,646.

The use fee increases by 0.10 per ton per year. Based on a 7 percent real annual growth rate per ton, minus a 5 percent inflation factor, the net annual increase is estimated at 2 percent for fee revenue, a net annual increase of 0.75 per ton. This analysis assumes the fee increases steadily for 20 years. A maximum operating capacity of 39,600 tons multiplied by \$0.75 per ton equals \$356,400 additional annual revenue. When added with the increases capacity revenues of \$147,646 a total of \$505,846 thousand is added to revenues from the base year.

There are plans to increase the square footage of the site, but this will not increase the maximum capacity of 1,800 tons per day. The expansion is solely to accommodate recycling facilities.

4.13 Other Revenues

Other revenues include the sale of publications, personal property, insurance reimbursements, miscellaneous reimbursements and miscellaneous other revenues. Revenues from this category are estimated at \$0.33 per capita basis, based on a 1990/91 budget of \$5,000.

4.14 Transfers: Gas Tax 2106/2107

Revenues from the state gasoline tax funds 2106 and 2107 are estimated per capita. Approximately 74.6 percent of the state allotment is transferred into the general fund revenue, with the remainder use for capital improvements.

4.15 Transfers: Gas Tax 2105

With the passage of Proposition 111 on June 5, 1990, the City of Stanton will be acquiring additional funds which are incorporated into the fiscal model. Based on information from State Assembly Bill 300, cities and counties will be receiving 11.5 percent of the new revenue from 2105 State Gas Tax. This will result in additional revenues from the base year. The per capita revenues, based on a new tax of \$0.05 per gallon as of August 1, 1990, and increasing by \$0.01 on January 1, 1991 and every January 1 thereafter, to a maximum of \$0.09, are as follows:

<u>Section 2105 (Prop 111)</u>	<u>Per Capita Revenues</u>
1991	\$3.93
1992	\$5.02
1993	\$5.80
1994	\$6.57
1995 and beyond	\$6.96

4.16 Interest Income

A conservative estimate of 4 percent will be used for interest income earned on total revenues. Interest income is generated from the investment of surplus revenues in short-term financial instruments, such as notes and certificates of deposit.

CHAPTER 5

COST ESTIMATION METHODOLOGY

This chapter presents the methodology used in deriving cost assumptions and factors for the fiscal evaluation of the preferred land use alternative for the City of Stanton. The following cost categories have been covered and are described in this chapter:

- Police
- Parking Control
- Fire
- Public facilities/grounds maintenance
- Public works
- Recreation and leisure services
- Park maintenance
- Graffiti abatement
- General government

5.1 Police

Police services are provided by contract with the County of Orange who provide general law and traffic enforcement. The anticipated cost for law enforcement contract services with the Orange County Sheriff Department for fiscal year 1990/91 is \$3,245,214. This contract amount is to provide the same level of service as fiscal year 1989/90. The law enforcement services currently provided to the City of Stanton under this contract are as follows:

- Eleven (11) Patrol Deputies each day.
- Three (3) Patrol Sergeants each day.
- Two (2) Motorcycle Enforcement Deputies
- Four (4) General Crimes Investigators
- One (1) Narcotics Investigator

An annual per capita police service cost of \$114.16 is estimated based on a budget of \$3,245,214 and an estimated City population of 28,427.

5.2 Parking Control

Parking control is estimated on a per capita basis, based on the 1990/91 budget of \$57,379 a per capita cost of \$2.00 is assumed.

5.3 Fire

The City of Stanton currently contracts with the County of Orange for fire protection services and has done so for the past three years. The budget for fiscal year 1990/91 is \$2,020,736, which includes miscellaneous expenses related to Fire Services in the City. Table 5-1 outlines the fire protection costs and their increases for the last four years. An annual per capita fire protection cost of \$71.09 is estimated based on the above 1990/91 budget and Department of Finance population for the City of Stanton of 28,427.

TABLE 5-1
CITY OF STANTON
FIRE SERVICE COST PERCENTAGE INCREASES

<u>FISCAL YEAR</u>	<u>EXPENDITURE</u>	<u>PERCENT COST INCREASE</u>	<u>POPULATION</u>	<u>PER CAPITA COST</u>
1986/87	\$1,508,800		27,977	\$53.93
1987/88	\$1,644,131	8.23%	28,119	\$58.47
1988/89	\$1,751,403	6.12%	28,284	\$61.92
1989/90	\$1,674,703	-4.58%	28,353	\$59.07
1990/91	\$2,020,736	17.12%	28,427	\$71.09

Source: Stanley R. Hoffman Associates, Inc.
City of Stanton

5.4 Public Facilities and Grounds Maintenance

The Public Works cost factor for buildings and grounds maintenance are \$1.50 per square foot per year, this cost factor is based in previous fiscal analyses for comparable areas where new public buildings are being planned. There will be an additional 12,500 square feet added to the new Stanton City Hall, and an additional 7,000 square feet added to the Cultural Arts and Recreation Center.

5.5 Public Works

The Public Works Department is responsible for roads, medians, and other road related maintenance, as well as drainage, city offices, and park maintenance. This section presents an inventory of existing roads by type, and per-lane-mile cost factors for each road type. Table 5-2 presents total lane miles by road classification for existing development. Road classification types include arterials and non-arterials.

Public Works Cost Factors the following is the Public Works operations and maintenance budget for fiscal year 1990/91. Road maintenance expenditure from all sources are projected to total \$409,126. This amount includes General Fund revenues for roads and medians, Gas Tax Fund revenues, and Prop A Fund revenues. Road maintenance includes all road costs, as well as traffic signals and median costs. The road maintenance expenditure also includes a factor of 46.9 percent of the engineering budget, approximately \$73,845, for vehicle operations and maintenance associated with street maintenance \$73,845.

To obtain the Public Works cost factor for road maintenance, total costs of \$409,126 are divided by the 141.2 lane miles, for a cost factor of \$2,897 per lane mile. This factor includes maintenance for streets, traffic signing, striping, street sweeping and traffic signals.

5.6 Recreation and Leisure Services

The Recreation Leisure Services Department provides public information, social services, and recreation services, such as classes, sports and special events. A cost factor for the Recreation and Leisure Services Department is obtained by taking the 1990/91 budget, non-fee based figure of \$236,546 and dividing by the population of 28,427 to achieve a cost factor of \$8.32 per capita. Fee-based services are expected to keep pace with inflation and thus offset any increases in this category.

5.7 Parks Maintenance

To obtain the Public Works cost factor for parks and recreation maintenance, the 1990/91 expenditure total of \$113,683 is divided by 16.33 acres of existing parkland that is maintained in the City of Stanton. As a result, a cost factor of \$6,962 per acre is achieved. As shown in Table 5-3 there are a total of 25.33 acres of designated parkland in the City, but only 16.33 acres are currently maintained. This analysis assumes that at buildout, the City will be maintaining a total of 25.33 acres of parkland. This is an increase of 8.66 acres above the existing park acreage.

TABLE 5-2
CITY OF STANTON
TOTAL LANE MILES BY ROAD CLASSIFICATION

<u>Road Classification</u>	<u>Lane Miles</u>
Arterials	42.5
Non-arterials	98.7

Source: City of Stanton, Public Works Department

TABLE 5-3
CITY OF STANTON
PARK ACREAGE

<u>PARK NAME</u>	<u>TOTAL PARK ACREAGE</u>	<u>ACREAGE MAINTAINED</u>
Hollenbeck Park	12.00 acres	3.00 acres
Victor Zuniga Park	0.33 acres	0.33 acres
Stanton Park	12.00 acres	12.00 acres
Premier Park	<u>1.00 acre</u>	<u>1.00 acre</u>
TOTAL ACRES	25.33 acres	16.33 acres

Source: City of Stanton, Recreation and Leisure Services Department

5.8 Graffiti Abatement

Costs for graffiti abatement are estimated on a per capita basis. When estimated using the current budget of \$15,524, a per capita cost of \$0.55 is achieved.

5.9 General Government

General government and related costs include all the operations related to overall administration and management of the City, including legislative, administration, finance, management, and other citywide costs. These costs will be estimated as an average percentage factor as a function of total departmental line costs. As presented below for the Fiscal Year 1990/91 budget, the General Government factor is estimated at 14.0 percent, i.e., total projected departmental line costs are increased by 14.0 percent to represent the increase in these citywide costs.

Total General Fund Expenditure (1990/91)	\$8,389,234
Less General Government Costs + Citywide Costs	<u>\$1,030,597</u>
Total Departmental Line Costs	<u>\$7,358,637</u>

$$\text{General Government Factor} = \frac{(\text{General Gov't} + \text{Other Citywide Costs})}{(\text{Total Departmental Line Costs})}$$

$$\frac{\$1,030,597}{\$7,358,637} = 14.01\% \text{ General Government Factor}$$

A cost change from the base year will include the property tax administration factor, SB2557, which permits counties to charge cities and districts for costs of property tax administration. For purposes of this study, 1.5 percent of property tax revenues has been assumed.

APPENDIX A
AGENCIES AND PERSONS CONTACTED

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APPENDIX B

REVISED FISCAL IMPACT ANALYSIS

This appendix presents the revised fiscal analysis of May 28, 1991, which supersedes the January 18, 1991 analysis. The analysis is based on: 1) revisions to the revenue/cost factors, due to an adjusted increase in the existing city population of 30,941, from an earlier figure of 28,427; and 2) a revision in the new residential development of 1,347 units, and a revised buildout population of 34,088. Recycling and enhanced areas are based on the Opportunity Areas identified by The Planning Center.

The revision in the base year population from 28,427 to 30,941 caused the following per capita factors to decline by about 7 percent:

<u>Revenue Factors</u>	<u>Previous 1/18/91</u>	<u>Revised 5/27/91</u>
Franchises	\$9.59	\$8.94
General and parking fines	5.98	5.58
Motor vehicle fines	3.52	3.28
Motor vehicle in-lieu	37.17	34.56
Cigarette tax	2.49	2.26
Trailer coach/off-hwy	0.43	0.41
Rental income - general	3.13	2.92
Other revenues	0.33	0.16
Section 2105 gas tax	6.96	7.47

Cost Factors

Police	\$114.16	\$106.43
Parking Control	2.00	1.88
Fire	71.09	66.27
Recreation and Leisure Services	8.32	7.76

The revised fiscal impact analysis is presented in Table B-1. As shown, the net fiscal surplus is about \$679.1 thousand at buildout with a revenue/cost ratio of 1.07. This contrasts to the previous analysis, as shown on Table 3-1, page 12, in the report, which projected a net surplus at buildout of about \$794.9

TABLE B-1
CITY OF STANTON
REVISED GENERAL PLAN UPDATE
GENERAL FUND RECURRING REVENUES AND COSTS
(In Constant 1990 Dollars)

	BASE YEAR	INCREMENTAL GROWTH FROM BASE YEAR	REVENUE/COST CHANGES FROM BASE YEAR	TOTAL AT GENERAL PLAN BUILDOUT	PERCENTAGE AT BUILDOUT
RECURRING REVENUES					
Property tax	1,207,300	202,389	(144,876)	1,264,813	12.61%
Real property transfer tax	55,000	12,719		67,719	0.68%
Sales and use tax	3,000,000	633,528		3,633,528	36.22%
Franchises	272,500	32,148		304,648	3.04%
Transient occupancy tax	285,000	160,600		445,600	4.44%
Business Certificates	120,000	61,933		181,933	1.81%
Fees and Permits	182,700	0		182,700	1.82%
Fines	270,000	69,517		339,517	3.38%
State subventions	1,160,260	136,816		1,297,076	12.93%
Community development fees	24,800	0		24,800	0.25%
Rental Income, General	89,000	10,496		99,496	0.99%
Rental Income, Transfer Station	520,000	0	505,846	1,025,846	10.23%
Other Revenues	5,000	575		5,575	0.06%
Transfers: Gas Tax 2106/2107	285,000	36,715		321,715	3.21%
Transfers: Gas Tax 2105	0	20,034	169,869	189,903	1.89%
Transfers: Other	392,700	0		392,700	3.92%
P.E.R.S.	57,800	0		57,800	0.58%
Interest	140,000	55,099		195,099	1.95%
Total Recurring Revenues	\$8,067,060	\$1,432,569	\$530,839	\$10,030,468	100.00%
RECURRING COSTS					
Police	3,315,214	382,729		3,697,943	39.54%
Parking Control	57,379	5,364		62,743	0.67%
Fire	2,020,736	238,318		2,259,054	24.16%
Planning & Community Improvemen	301,160	0		301,160	3.22%
Building Regulation	105,762	0		105,762	1.13%
Public Facilities/Grounds Maintenance	614,876	29,550		644,426	6.89%
Public Works	577,757	96,311		674,068	7.21%
Recreation and Leisure Services	236,546	27,897		264,443	2.83%
Park Maintenance	113,683	60,361		174,044	1.86%
Graffiti abatement	15,524	1,831		17,355	0.19%
General Government	1,030,597	118,499		1,149,096	12.29%
Property Tax Administration Fee	0	3,450	(2,173)	1,277	
Total Recurring Costs	\$8,389,234	\$964,310	(\$2,173)	\$9,351,371	100.00%
Net Recurring Fiscal Impact (1)	(\$322,174)	\$468,259	\$533,012	\$679,097	
Recurring Revenue/Expenditure Ratio	0.96	1.49	N/A	1.07	

\$679,097

(1) In the base year, reserves of \$322,174 were transferred in to balance the General Fund.

Source: Stanley R. Hoffman Associates, Inc. Table B-1 Revised General Plan Update Recurring Revenues and Costs

thousand, with a revenue/cost ratio of 1.09. The respective changes represent about a 14.6 percent decline in the net surplus at buildout.

While the increased population projected at buildout caused revenues, such as property tax and state subvention to increase, corresponding increases in police, fire, and general government tended to offset those increased revenues. However, the overall conclusion is still that the City of Stanton is projected to be in a positive position, and retail, hotel, and other net revenue producing land uses need to be encouraged.

APPENDIX D

NOISE TECHNICAL STUDY

CITY OF STANTON

PREPARED FOR
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR

NOISE ANALYSIS
JUNE 1991



T H E P L A N N I N G C E N T E R

TABLE OF CONTENTS

Section	Page
1 INTRODUCTION	1
2 NOISE FUNDAMENTALS	2
2.1 Characteristics of Sound	2
2.2 The Measurement of Sound	2
2.3 The Psychological and Physiological Effects of Noise	5
2.4 Sound Propagation	5
2.5 Motor Vehicle Noise	7
2.5.1 Vehicle Speed	7
2.5.2 Truck Mix	8
3 NOISE STANDARDS	10
3.1 State of California	10
3.2 Orange County	14
3.3 City of Stanton	17
4 CURRENT NOISE ENVIRONMENT	21
4.1 Ambient Noise Measurements	21
4.2 Significant Noise Sources	24
4.3 Existing Compatibility Summary	28
5 FUTURE NOISE ENVIRONMENT	29
5.1 Projected Noise Levels	29
5.2 Sensitive Receptors	29
6 IMPLICATIONS FOR THE GENERAL PLAN	35
APPENDIX	

LIST OF FIGURES

Figure No.	Title	Page
1	SOUND LEVELS AND HUMAN RESPONSE	3
2	NOISE/LAND USE COMPATIBILITY MATRIX	11
3	NOISE MEASUREMENT LOCATIONS	22
4	YEAR 2010 NOISE CONTOURS	31
5	SENSITIVE RECEPTOR LOCATIONS	32

LIST OF TABLES

Table No.	Title	Page
2-1	YEARLY AVERAGE EQUIVALENT SOUND IDENTIFIED TO PROTECT THE PUBLIC HEALTH AND WELFARE	6
2-2	NOISE VERSUS VEHICLE SPEED	8
2-3	TEMPORAL VEHICLE MIX	9
3-1	NORMALIZED NOISE LEVEL CORRECTIONS	13
3-2	COMPATIBILITY MATRIX FOR LAND USES AND COMMUNITY NOISE EQUIVALENT LEVELS	15
3-3	ORANGE COUNTY NOISE ORDINANCE (EXTERIOR STANDARDS)	17
3-4	NOISE/LAND USE COMPATIBILITY MATRIX	19
3-5	INTERIOR AND EXTERIOR NOISE STANDARDS	20
4-1	AMBIENT NOISE LEVELS	23
4-2	EXISTING EXTERIOR NOISE EXPOSURE	26
5-1	YEAR 2010 EXTERIOR NOISE EXPOSURE	33

1 INTRODUCTION

The purpose of this Noise Technical Study and the General Plan Noise Element is to provide a means for protecting residents, employees and visitors to Stanton from the harmful effects of excessive exposure to noise. Opportunities exist to mitigate noise conflicts through the adoption of policies intended to achieve land use compatibility with respect to noise in the community. This document identifies the need for remedial measures to correct existing noise problems, and preventative actions to protect future development.

Only in recent times have public institutions and community groups become vitally concerned about noise and its effects on the health and welfare of the community. Recognizing the increasing impacts of noise pollution and the value of noise information to the Circulation, Land Use and Housing Elements of local government General Plans, the California Legislature, in 1972, mandated the inclusion of a Noise Element in the general plan process. Guidelines were then prepared by the State of California Office of Noise Control (ONC) with specific requirements for a noise element. These requirements have been recently revised to reflect modern thinking about the noise environment, human sensitivity to noise and the economic realities of local governments.

The contents of a Noise Element and the methods to be used in its preparation have been identified in Section 65302(f) of the California Government Code and in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan" published by the ONC. The requirements state that major noise sources and areas containing noise sensitive land uses must be identified and quantified through noise exposure contours for current and projected levels of activity within the community.

According to the Government Code and ONC Guidelines, the following major noise sources should be considered in the preparation of a Noise Element:

- Highways and freeways
- Primary arterials and major local streets
- Railroad operations
- Aircraft and airport operations
- Local industrial facilities
- Other stationary sources

Contours may be prepared in terms of either the Community Noise Equivalent (CNEL) or the Day-Night Average Level (Ldn) noise exposure descriptors. This noise exposure information is to be incorporated into the General Plan to serve as a basis for achieving land use compatibility with respect to noise through long range planning and project level review. Noise exposure information should also be utilized to provide baseline levels and identification of major noise generators for use in the development and enforcement of a local noise control ordinance.

2.1 Characteristics of Sound

Noise is usually defined as "unwanted sound". It consists of any sound that may produce physiological or psychological damage and/or interfere with man's communication, work, rest, recreation, and sleep. People recognize that noise has become an environmental pollutant that threatens our quality of life. In this way, it is a form of energy waste from man's activities.

To the human ear, sound has two significant characteristics: pitch and loudness. The negative aspect of pitch is generally related to annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations (cycles per second) of a wave that result in the tone's range from high notes to low notes. Loudness is the strength of a sound that describes a noisy or quiet environment, measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn, produces the sound's effect. This is a characteristic of sound which can be precisely measured with monitoring instruments.

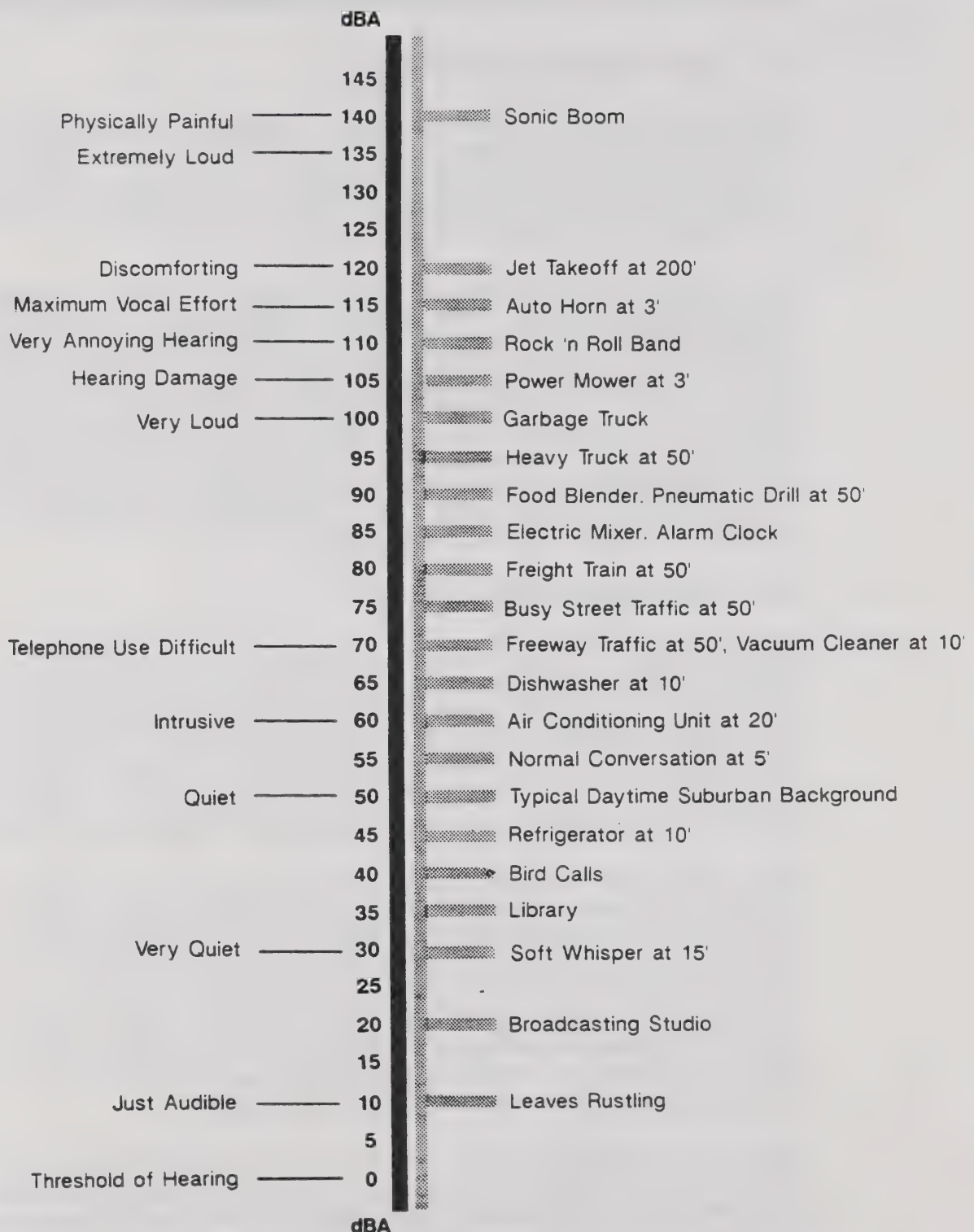
2.2 The Measurement of Sound

Sound intensity or acoustic energy is measured in decibels (dBA) that are weighted to correct for the relative frequency response of the human ear. For example, an A-weighted noise level includes a de-emphasis on high frequencies of sound that are heard by a dog's ear, but not by a human ear's. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Unlike linear units (inches or pounds), decibels are measured on a logarithmic scale, representing points on a sharply rising curve.

Since noise is measured on a logarithmic scale, ten decibels is ten times more intense than one decibel, twenty decibels is one hundred times more intense and thirty decibels is a thousand times more intense. Thirty decibels represents one thousand times as much acoustic energy as one decibel. A sound as soft as human breathing is about 10 times greater than zero decibel. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). Various sound levels corresponding to typical sources are provided in Figure 1.

Sound levels are generated from a source and their decibel level dissipates exponentially as the distance from that source increases. For a single point source, sound level decays approximately six decibels for each doubling of distance from the source. If noise is produced by a line source, such as highway traffic or railroad operations, the

SOUND LEVELS AND HUMAN RESPONSE



SOURCE: ADAPTED FROM WILLIAM BRONSON. "EAR POLLUTION." CALIFORNIA HEALTH (OCTOBER, 1971), P. 29



II NOISE FUNDAMENTALS

sound will decrease three decibels for each doubling of distance in a hard site environment. Line source noise in a soft environment, which is relatively flat with vegetation, will decrease four and a half decibels for each doubling of distance.

Many noise rating schemes have been developed for various time periods, but an appropriate rating of ambient noise affecting human communities also needs to account for the annoying effects of sound. The predominant rating scales for human communities are the Noise Equivalent Level (Leq), the Community Noise Equivalent Level (CNEL) and the Day-Night Average Sound Level (Ldn), all of which are based on A-weighted decibels (dBA). The Leq is the total sound energy of time-varying noise over a sample period. The CNEL is the time-varying noise over a twenty four hour period with a weighting factor applied to noises occurring during evening hours from 7:00 p.m. to 10:00 p.m. (relaxation hours) and at night from 10:00 p.m. to 7:00 a.m. (sleeping hours) of 5 and 10, respectively.

The Ldn measure is an average of the A-weighted sound levels experienced during a 24-hour period. Unlike the CNEL (which divides the 24-hour period into three periods), the Ldn divides the 24-hour period into only two periods. The Ldn identifies day (7:00 am to 10:00 pm) and night (10:00 pm to 7:00 am) periods, eliminating the evening hours as more sensitive than the daytime. Since nighttime noise levels are considered more annoying, these measurements are increased by 10 dB before averaging along with the daytime levels. Although not as sensitive a measure as the CNEL, for most transportation noise sources the two measures (CNEL and Ldn) are essentially equal and may be used interchangeably.

The City has utilized the CNEL metric as its measure for noise control, consistent with the County of Orange policy. Additionally, the CNEL measure is utilized by the State Department of Aeronautics and the California Commission of Housing and Community Development. The use of CNEL measures is also consistent with procedures recommended by the State of California Office of Noise Control (ONC).

The noise environments analyzed herein are specified in terms of the CNEL time-averaged measure of noise levels. The Ldn scale accounts for the magnitude of a noise, its duration, number of occurrences and time of day it occurs.

II NOISE FUNDAMENTALS

2.3 The Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to more than 85 decibels. Exposure to high noise levels effects our entire system, with prolonged noise exposure in excess of 75 decibels increasing body tension, affecting blood pressure, functions of the heart, and the nervous system. Extended periods of noise exposure above 90 dBA will result in permanent cell damage. A sound level of 190 dBA will rupture the ear drum and permanently damage the inner ear.

The ambient noise problem is widespread and generally more concentrated within urban areas than in outlying residential neighborhoods. Environmental sound levels in high density urban areas are doubling every 10 years. Suburban areas are not experiencing such a significant increase in noise levels because of their relative distance from major noise sources.

According to Occupational Safety and Health Administration (OSHA) regulations, protection against the effects of noise exposure shall be provided when the sound level exceeds those shown in Table 2-1. This table shows the maximum exposure in Ldn for various land use categories and locations (whether indoor or outdoor). This maximum is provided according to the health and psychological effects described above, with a reasonable margin of safety. Table 2-1 also identifies whether the threshold applies to activity interference, hearing loss consideration, or both effects.

A maximum of 45 dB protects against indoor activity interference and hearing loss for residential, hospital, and educational land uses. Outdoor activity interference threshold levels are high for these land uses, at 55 dB. Commercial, transportation, industrial and recreation activities are considered highly variable, so thresholds for these land uses have not been determined. Similarly, agricultural-related outdoor activities have no stated interference noise level. Hearing loss consideration for all activities becomes an issue at 70 dB or greater, for both indoor and outdoor noise environments.

2.4 Sound Propagation

Noise sources may either be a "line source" (e.g. a heavily traveled highway) or a "point source" (e.g. a stationary engine or compressor). Highway traffic noise on high volume roadways simulates a "line source" and the drop-off rate of sound with distance approaches "cylindrical spreading," where a nominal 3.0 dBA drop with each doubling of distance occurs between the noise source and the noise receiver.

II NOISE FUNDAMENTALS

Environmental factors such as the wind direction and speed, temperature gradients, the characteristics of the ground (hard or soft) and the air (relative humidity), the presence of grass, shrubbery, and trees, often combine to increase the actual attenuation achieved outside laboratory conditions to 4.5 decibels per doubling of distance. Thus, a noise level of 69.5 decibels at 50 feet from a highway centerline would attenuate to 65.0 decibels at 100 feet, 60.5 decibels at 200 feet, and so forth.

**TABLE 2-1
YEARLY AVERAGE EQUIVALENT SOUND
IDENTIFIED TO PROTECT THE PUBLIC HEALTH AND WELFARE**

	Measure	Indoor		To Protect Against Both Effects (b)	Outdoor		To Protect Against Both Effects (b)
		Activity Interference	Hearing Loss Consideration		Activity Interference	Hearing Loss Consideration	
Residential with Outside Space and Farm Residences	Ldn Leq(24)	45	70	45	55	70	55
Residential with No Outside Space	Ldn Leq(24)	45	70	45			
Commercial	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	Leq(24)	(a)	70	(a)			
Industrial	Leq(24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	Ldn Leq(24)	45	70	45	55	70	55
Educational	Ldn Leq(24)(d)	45	70	45	55	70	55
Recreational Areas	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	Leq(24)				(a)	70	70(c)

Code:

- Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- Based on lowest level.
- Based only on hearing loss.
- An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

Source: California Occupational Safety and Health Administration

This is particularly true where the view of the roadway is interrupted by isolated buildings, clumps of bushes or scattered trees, or the intervening ground is soft or covered with vegetation and the source or receiver is located more than 3 meters above the ground. It should be noted, however, that the nominal value of 3.0 dBA with doubling applies to sound propagation from a "line source": (1) over the top of a barrier greater than 3 meters in height, or (2) when there is a clear

II NOISE FUNDAMENTALS

More recent counts, provided in the Orange County Traffic Index Manual (1990), generally substantiate the levels shown in Table 2-3. Arterial roadways in outlying areas that were utilized by construction vehicles showed up to three percent trucks, while roadways in urbanized areas ranged down to 1.3 percent trucks. Given the centralized location of Stanton, a worst-case 2.58 percent truck mix was used in this analysis.

The exception to the vehicle mix levels stated above was Beach Boulevard, since it is part of the State Highway System. Caltrans provides truck percentages in the document 1989 Annual Average Truck Traffic on the California State Highway System. The levels for Beach Boulevard (State Route 39) is given as 5.6 percent total trucks, of which 66 percent are medium duty 2-axle vehicles.

TABLE 2-3 TEMPORAL VEHICLE MIX			
Type of Vehicle	Day	Evening	Night
Automobile	75.51	12.57	9.34
Medium Truck	1.56	0.09	0.19
Heavy Truck	0.64	0.02	0.08
Source: Orange County EMA representing 31 arterial intersections throughout the County and assumed to be typical of southern California arterials.			

3 NOISE STANDARDS

Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, at educational facilities it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at 45 dBA, so residential land use standards must reflect this noise level.

Some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Commercial and retail facilities require very little speech communications and therefore are generally allowed in noisier environments. Some industrial areas generate loud noises that would interfere more with communications than all but the highest exterior noise levels.

The following discussions address the noise standards and those land uses deemed sensitive by state, regional and local jurisdictions. While most standards are considered guidelines, it is important to maintain reasonable ambient noise levels to protect the health and welfare of the community.

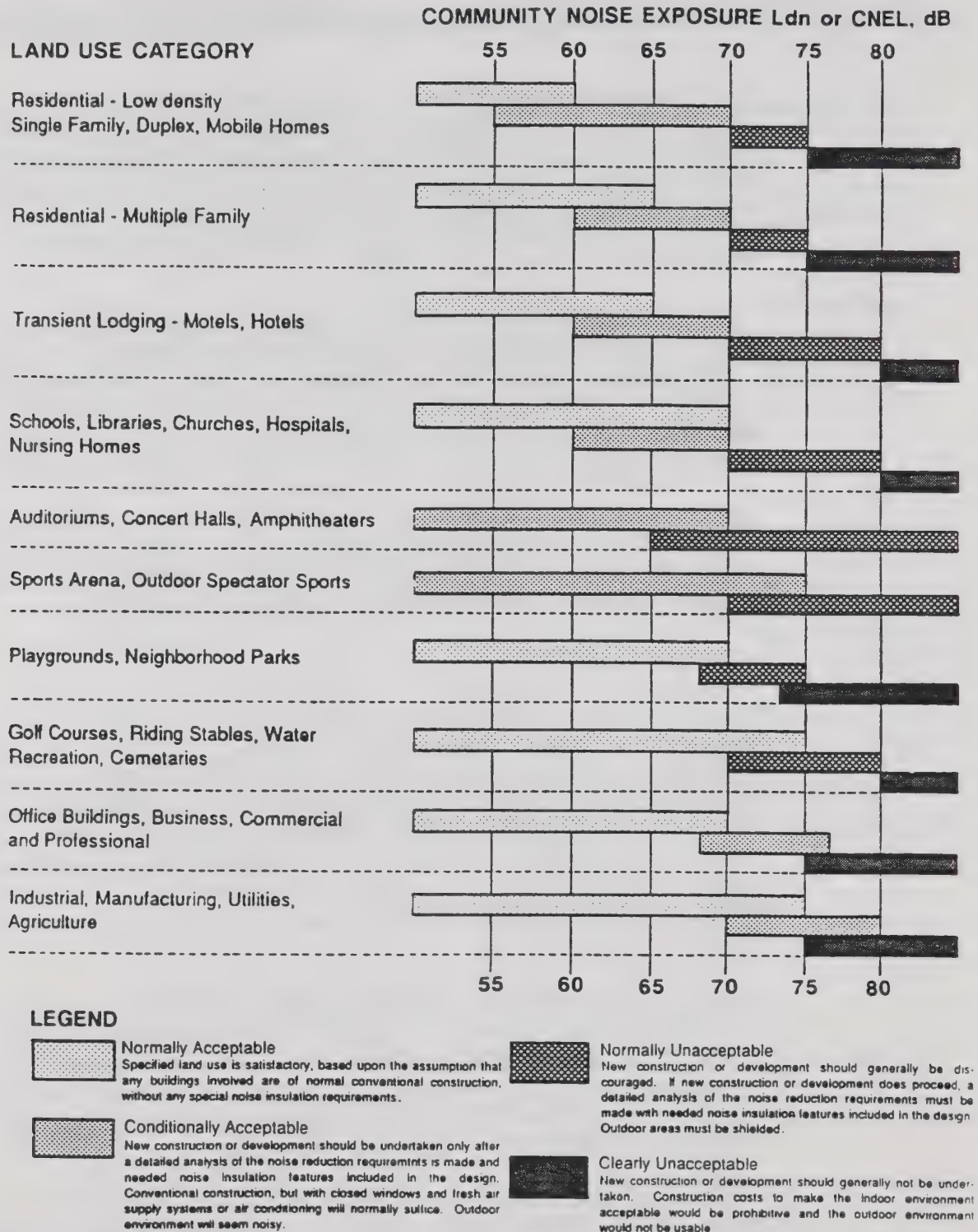
3.1 State of California

Land uses deemed noise sensitive by the State of California include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions consider residential uses particularly noise sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some variability in standards for noise sensitivity may apply to different densities of residential development, and single family uses are frequently considered the most sensitive. Jurisdictions may identify other uses as noise sensitive such as churches, libraries, day care centers, hospitals, and parks.

Land uses that are relatively insensitive to noise include office, commercial, and retail developments. There is also a range of insensitive noise receptors which include uses which generate significant noise levels or uses where the level of human occupancy is typically low. Examples of insensitive uses include: industrial and manufacturing uses, utilities easements, agriculture, vacant land, parking lots, salvage yards, and transit terminals.

Figure 2 provides a noise/land use compatibility matrix developed by the State Office of Noise Control (ONC). The noise standards identified are intended to provide guidelines for the development of municipal noise elements. Depending on the environment of a particular community, these basic guidelines may be tailored to reflect the existing noise and land use characteristics of that

LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE



SOURCE: CALIFORNIA OFFICE OF NOISE CONTROL

III NOISE STANDARDS

community. Table 3-1 provides the noise level corrections to customize the state guidelines for use in local jurisdictions. This allows maximum flexibility for cities and counties to develop community specific policies, while maintaining generally accepted standards.

Figure 2 identifies "normally acceptable", "conditionally acceptable", "normally unacceptable", and "clearly unacceptable" noise levels for various land use types. As shown therein, the following community (or exterior) noise exposures are designated "normally acceptable" for residential uses: low density residential up to 60 CNEL and multi-family residential and transient lodging (motels and hotels) up to 65 CNEL. For non-residential uses, the following exterior noise exposures are "normally acceptable": office buildings, business, commercial and commercial uses; schools, libraries, churches, hospitals, and nursing homes; playgrounds and neighborhood parks up to 70 CNEL. The less sensitive uses identified as: industrial, manufacturing, utilities, agriculture, golf courses, riding stables, water recreation, and cemetery uses would consider up to 75 CNEL as "normally acceptable" exterior noise levels. There are no "normally acceptable" exterior noise levels identified for public assembly uses such as auditoriums, concert halls, amphitheaters, sports arenas, and outdoor spectator sports uses.

A "normally acceptable" designation implies that a specified land use is satisfactory, assuming that facilities are constructed by conventional practices. The category of "conditionally acceptable" indicates that new construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and that needed noise insulation features are incorporated into project designs.

California's noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974. In November of 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either ... Ldn or ... CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior CNEL contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL of 45 dB.

III NOISE STANDARDS

**TABLE 3-1
NORMALIZED NOISE LEVEL CORRECTIONS¹**

<i>Type of Correction</i>	<i>Description</i>	<i>Measured CNEL² Change (dBA)</i>
Seasonal Correction	Summer (or year-round operation).	0
	Winter only (or windows always closed).	-5
Correction for Outdoor Residual Noise Level	Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).	+10
	Quiet suburban or rural community (not located near industrial activity).	+5
	Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas).	0
	Noisy urban residential community (near relatively busy roads or industrial areas).	-5
	Very noisy urban residential community.	-10
Correction for Previous Exposure and Community Attitudes	No prior experience with the intruding noise.	+5
	Community has had some previous exposure to noise but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to the noise previously, but the people are aware that bona fide efforts are being made to control the noise.	0
	Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.	-5
	Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances.	-10
Pure Tone or Impulse	No pure tone or impulsive in character.	0
	Pure tone or impulsive character present.	-5

¹ Source: "Guidelines for the Preparation and Content of Noise Elements of the General Plan," California Office of Noise Control, February 1976.

² Corrections to be added to the measured, weighted 24-hour noise level.

III NOISE STANDARDS

In addition to the noise compatibility guidelines, the state has requirements for new multi-family structures. Section 1092 of Title 25 of the California Administrative Code includes noise insulation standards which detail specific requirements for new multi-family structures (hotels, motels, apartments, condos, and other attached dwellings) located within the 60 CNEL contour adjacent to roads, railroads, rapid transit lines, airports or industrial areas. An acoustic analysis is required showing that these multi-family units have been designed to limit interior noise levels with doors and windows closed to 45 CNEL in any habitable room.

Through enforcement of the California Administrative Code, the following additional standards for multiple family units must be met:

1. A sound transmission class (STC) rating of 50 (45 if field tested) for party wall assemblies.²
2. An STC rating of 50 (45 if field tested) for floor-ceiling assemblies.
3. An STC rating of 30 for entrance doors (with perimeter seals) from interior corridors.³
4. Ventilation, and cooling if necessary, to provide a habitable interior environment when the interior noise level standard is met by requiring windows to be unopenable or closed.

3.2 Orange County

The Noise Element of the General Plan and the Orange County Noise Ordinance establish outdoor and indoor noise limits by land use. The Noise Element contains a land use with noise compatibility matrix that identifies adequate noise levels for various land use categories. This matrix is reproduced as Table 3-2. The criteria for determining noise requirements depends on the ambient exterior noise levels. In noise environments above 65 CNEL there are greater restrictions for land use compatibility than between 60 and 65 CNEL.

² An STC rating is applied to floor-ceiling and interior wall partition construction and represents the ability of the construction to isolate airborne noise.

³ This value has been modified to STC 26 through the Uniform Building Code.

III NOISE STANDARDS

**TABLE 3-2
COMPATIBILITY MATRIX FOR LAND USES AND
COMMUNITY NOISE EQUIVALENT LEVELS
(CNEL)**

	65 + decibels CNEL	60 to 65 decibels CNEL
Residential	3a, b, e	2a, e
Commercial	2c	2c
Employment	2c	2c
Open Space		
Local	2c	2c
Community	2c	2c
Regional	2c	2c
Educational Facilities		
Schools (K through 12)	2c, e	2c, e
Preschool, college, other	2c, e	2c, e
Places of Worship	2c, e	2c, e
Hospitals		
General	2a, c, e	2a, c, e
Convalescent	2a, c, e	2a, c, e
Group Quarters	1a, b, c, e	2a, c, e
Hotels/Motels	2a, c	2a, c
Accessory Uses		
Executive Apartments	1a, b, e	2a, e
Caretakers	1a, b, c, e	2a, c, e

**ACTION REQUIRED TO ENSURE COMPATIBILITY
BETWEEN LAND USE AND NOISE FROM EXTERNAL SOURCES**

1. Allowed if interior and exterior community noise levels can be mitigated.
2. Allowed if interior levels can be mitigated.
3. New residential uses are prohibited in areas within the 65-decibel CNEL contour from any airport or air station; allowed in other areas if interior and exterior community noise levels can be mitigated. The prohibition against new residential development excludes limited "infill" development within an established neighborhood.

STANDARDS REQUIRED FOR COMPATIBILITY OF LAND USE AND NOISE

- a. Interior Standard: CNEL of less than 45-decibels (habitat rooms only).
- b. Exterior Standard: CNEL of less than 65-decibels in outdoor living areas.
- c. Interior Standard: Leq_{90} = 45 to 65 decibels interior noise level, depending on interior use.
- d. Interior Standard: As set forth in Section 216 of the California Streets and Highways Code.
- e. Interior Standard: As approved by the Board of Supervisors for sound events of short duration such as aircraft flyovers or individual passing railroad trains.

III NOISE STANDARDS

Land uses that include living and sleeping quarters are considered more sensitive to intrusive interior noise. These land uses include residential areas, group quarters and accessory uses such as executive apartments and caretaker's quarters. Orange County requires that outdoor noise levels at sensitive locations are attenuated to less than 65 CNEL. Indoor noise criteria for habitable rooms is 45 CNEL, consistent with the State of California criteria.

Other sensitive receptors include hospitals, convalescent homes, educational facilities and motel/hotel uses. These uses are not required to meet an exterior noise standard and interior standards are set based upon use. Motel facilities must meet a 45 CNEL in habitable rooms. Hospital and convalescent rooms for patients are required to meet a 45 CNEL standard. Other hospital rooms must meet an hourly Leq ranging from 45 to 65 dBA depending on use. Educational facilities are required to meet an interior Leq between 45 and 65 dBA depending on the interior usage of each room.

Commercial and employment land uses are not as sensitive to noise as residential land uses. These uses are generally insensitive to exterior noise levels, since the activities associated with commercial activities generally occur indoors. The County has adopted interior noise standards for commercial and industrial buildings to prevent noise from interfering with speech communication and work activities. These uses are allowed in exterior environments above 65 CNEL if interior noise can be mitigated to acceptable levels. The standards specify maximum Leq levels of 45 dBA for private office space, 50 dBA for general office space, 55 dBA for retail, and 65 dBA for manufacturing and warehousing.

The Orange County Noise Ordinance establishes outdoor standards for noise between neighboring land uses. The ordinance is designed to protect residential areas and other land uses from noise sources other than transportation sources. Table 3-3 presents the noise levels provided in the Orange County Noise Ordinance. The Noise Ordinance also contains provisions for controlling nuisance noise sources having pure tones.

The noise ordinance exempts several categories of noise sources including emergency operations, school bands, public gatherings, and some agricultural operations. It also excludes construction activities such as construction, repair, remodeling, or grading of real property, provided that the activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Home improvement activities are allowed from 9:00 a.m. to 8:00 p.m. on Sunday and federal holidays.

III NOISE STANDARDS

TABLE 3-3 ORANGE COUNTY NOISE ORDINANCE (EXTERIOR STANDARDS) Between 7:00 a.m. and 10:00 p.m.		
Land Use	Noise Level not to be Exceeded	Maximum Allowable Duration of Exceedable
Residential & Other Sensitive	55 dBA	30 minutes/hour
	60 dBA	15 minutes/hour
	65 dBA	5 minutes/hour
	70 dBA	1 minute/hour
	75 dBA	for any period of time

3.3 City of Stanton

The City of Stanton Draft Noise Element of the General Plan (July 1987) presents noise issues and summarizes existing and future conditions in the City. The Element also contains noise goals, policies and implementation areas to ensure a compatible noise environment between land uses. The goal contained in the 1974 and 1987 versions of the Noise Element is as follows:

The primary goal of the Noise Element of the City of Stanton is to provide a quality noise environment compatible with the health and welfare of its citizens, and in a reasonable relationship to land use.

This goal is supported by four expanded objectives including: 1) provide for the reduction of noise where the noise environment represents a threat to public health and welfare; 2) reduce noise impacts in degraded areas; 3) protect and maintain those areas having acceptable noise environments; and 4) provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use decisions.

Policies, detailed in the Noise Element, consider transportation and other noise sources, standards, sensitive receptors, noise reduction measures and implementation potential for these policies. Single-family homes, schools, parks, hospitals, and convalescent homes are considered noise sensitive land uses by the City of Stanton.

The Noise Element of the City of Stanton General Plan discusses major sound generators and noise sensitive land uses in and around the City. The predominant noise source originates from motor vehicle traffic along surface roadways and from State Route 22, just south of the City boundary. Land use compatibility with noise is addressed from two perspectives in the Noise Element, land use planning and facility design.

III NOISE STANDARDS

Table 3-4 provides a noise/land use compatibility matrix for planning purposes to determine if uses can be properly mitigated and allowed within various exterior noise environments. It identifies "clearly compatible", "normally compatible", "normally incompatible", and "clearly incompatible" noise levels for various land use types.

As shown on Table 3-4, the following categories are designated "normally compatible": residential up to 70 CNEL, commercial facilities up to 80 CNEL, office use up to 75 CNEL, and institutional up to 65 CNEL. Civic Center uses are considered "normally compatible" in exterior noise environments up to 60 CNEL.

A "clearly compatible" designation implies that a specified land use is satisfactory in the noted exterior environment, whereas "normally compatible" indicates that new development requires a noise analysis with mitigation provided to achieve acceptable levels. By comparison, a "normally incompatible" designation indicates new construction should generally be discouraged and if it proceeds that a detailed analysis of noise reduction requirements must be made and included in the design. The category "clearly incompatible" suggest that new construction should generally not be undertaken.

The Noise Element also provides interior and exterior noise levels for facility design and exterior mitigation as shown in Table 3-5. Residential, institutional, and other land uses with activities less tolerant of noise, such as hotels, movie theatres, office buildings, and community halls, are not acceptable in interior noise environments greater than 45 CNEL. Commercial, industrial, and other uses, such as sports clubs and gymnasiums, may be compatible with indoor noise levels of up to 65 CNEL. Outdoor noise levels in sensitive areas should be attenuated to less than 65 CNEL.

The City of Stanton Noise Control Ordinance is used for enforcement of appropriate noise levels between land uses, by establishing standards for residential properties. Exterior noise standards are based on the Orange County Noise Ordinance, discussed earlier and presented in Table 3-3. In addition to the 7:00 a.m. - 10:00 p.m. time period, which has a 55 dB base level, the City ordinance sets a more restrictive 50 dB base noise level for the sensitive nighttime hours between 10:00 p.m. and 7:00 a.m.

The Stanton Noise Ordinance also includes interior noise standards for residential uses. Based on a 55 dB level for the hours of 7:00 a.m. - 10:00 p.m., and 45 dB from 10:00 p.m. - 7:00 a.m., the maximum allowable duration for exceeding the provided day or night standard is five minutes per hour for the standard, one minute per hour for the standard plus 5 dB, and any amount of time if the standard is exceeded by 10 dB. Land uses exempt from these standards are similar to the Orange County Noise Ordinance exemptions.

III NOISE STANDARDS

**TABLE 3-4
NOISE/LAND USE COMPATIBILITY MATRIX**

Land Use Categories		Community Noise Equivalent Level CNEL						
Categories	Uses	≤55	60	65	70	75	80≥	
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research & Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Go-Cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

INTERPRETATION

ZONE A CLEARLY COMPATIBLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B NORMALLY COMPATIBLE: New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C NORMALLY INCOMPATIBLE: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D CLEARLY INCOMPATIBLE: New construction or development should generally not be undertaken.

* Construction of new residential uses will not be allowed in the 65 CNEL for airport noise.

III NOISE STANDARDS

**TABLE 3-5
INTERIOR AND EXTERIOR NOISE STANDARDS**

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
Categories	Uses	Interior ¹	Exterior ²
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 ³	65
	Mobile Home	—	64 ⁴
COMMERCIAL	Hotel, Motel, Transient Lodging	45	65 ⁵
INDUSTRIAL	Commercial Retail, Bank, Restaurant	55	—
INSTITUTIONAL	Office Building, Research & Development, Professional Offices, City Office Building	45	—
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, Warehousing, Wholesale, Utilities	65	—
	Movie Theater	45	—
INSTITUTIONAL	Hospital, School's classroom	45	65
	Church, Library	45	—
OPEN SPACE	Parks	—	65

INTERPRETATION

- Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- Outdoor environment limited to: Private yard of single family
Multi-family private patio or balcony which is served by a means of exit from inside.
Mobile home park
Hospital patio
Park's picnic area
School's playground
Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
- Except those areas affected by aircraft noise.

4 *CURRENT NOISE ENVIRONMENT*

As a prerequisite to an effective noise control program, a community must be cognizant of the location and extent of local noise problems; namely major noise source locations, noise sensitive receptor locations and current levels of exposure. This data can then be utilized to focus noise control and abatement efforts where they are most needed. In some cases, the control of noise sources will be beyond the City's jurisdiction. However, by recognizing these limitations, more effective land use strategies can be developed.

4.1 *Ambient Noise Measurements*

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The noise measurement survey completed by Mestre Greve in 1987 was conducted at 13 locations to determine the ambient noise environment at these facilities. Monitoring locations are identified in Figure 3. The main purpose of the noise monitoring was to determine an existing noise profile for the study area that could be used in estimating the level of current and future noise impact. The methodology used in the measurements is summarized in the Appendix.

Table 4-1 provides noise measurement data and site descriptions for the 13 monitoring locations. As shown therein, noise levels exceeded the 65 dBA criteria (established by the City of Stanton for locating sensitive land uses) at four of the six monitoring locations, which characterize mobile noise sources.

Monitoring sites 7 through 13 addressed stationary noise sources, including loading docks, manufacturing plants, waste transfer stations, rock crushing yard, dog kennels, and other sources. Measurements at two of the stationary source sites, Sites 10 and 12, indicated that noise ordinance violations are likely occurring in these areas.

Site 10 is located at a solid waste transfer station. The measurement, taken behind a 12-foot wall, indicated that noise levels generated by the waste transfer activities were very near the noise ordinance limits and may be in violation. Additionally, there was a direct line-of-sight from second floor areas, which receive little or no protection from the sound wall. While measurements were not made on the second floors, the noise measurements taken at the first floor level strongly indicate that the noise levels in the second floor areas exceed the noise ordinance limits.

MEASUREMENT LOCATIONS



IV CURRENT NOISE ENVIRONMENT

**TABLE 4-1
AMBIENT NOISE LEVELS**

Noise Measurement Location	Day	Time	Measured Leq	Primary Noise Source	Comments
1	5/14	3:50 p.m.	68.0	Traffic on Beach	Single Family Residence
2	5/14	2:00 p.m.	65.3	Traffic on Knott	2 Helicopter Flyovers
3	5/14	2:20 p.m.	63.9	Traffic on Western	Residential Across from City Hall
4	5/14	2:45 p.m.	65.3	Traffic on Cerritos; helicopters	Residential Across from Commercial
5	5/14	1:20 p.m.	66.2	Traffic on Katella	Residential Across from Library
6	5/14	3:30 p.m.	64.5	Traffic on Orangewood	Residential Near City Boundary
7	5/15	4:00 p.m.	62.7	Traffic	Commercial/Residential Border; No Audible Commercial Noise
8	5/15	3:15 p.m.	51.1	Distant Traffic from Beach and SR 22	Mobile Home Park/Commercial Border
9	5/15	2:30 p.m.	58.4	Light Traffic on Rosalia, Light Machine Noise from Swedlow, Helicopter Flyovers	Commercial/Residential Border and City Boundary
10	5/15	12:30 p.m.	60.9	Truck Noise from Transfer Station on Fulton	Transfer Station/Residential Border
11	5/15	1:45 p.m.	47.1	Light Industrial Noise from adjacent Rock Crushing Yard	Industrial/Mobile Home Border
12	5/15	11:45 a.m.	57.0	Barking Dogs from Kennels	Residential Adjacent to Several Animal Boarding Facilities
13	5/15	11:10 a.m.	53.1	Distant Traffic, Light Aircraft Flyovers	Commercial/Residential Border
Source: Mestre Greve Associates Noise Element of the General Plan City of Stanton, July 1987.					

IV CURRENT NOISE ENVIRONMENT

Numerous complaints have been reported by residents living near several dog kennel and training facilities located outside the City boundary in an unincorporated section of Orange County. Site 12 is indicative of this situation. The noise measurements at Site 12 indicate that the dog kennel was just under the daytime noise ordinance limits. More lengthy monitoring of the dog kennels would probably detect periods when the kennel noise exceeded the noise ordinance limits. Additionally, the noise ordinance limits become more stringent at night, and additional monitoring during the nighttime hours may also indicate violations.

4.2 Significant Noise Sources

Two types of noise sources should be considered in a community noise inventory: stationary sources and mobile sources. Fixed sources of noise include airports, train depots, industrial and construction activities, farming equipment operations, shooting ranges, boating areas, air conditioning/refrigeration units, drag strips, concert halls, loud whistles or bells, outdoor sporting events, loud radio, stereo or television usage, power tools, lawn mowers, home appliances and barking dogs. Mobile noise sources are typically transportation-related and include aircraft, trains, boats, automobiles, trucks, buses, motorcycles, and off-road vehicles.

Although construction activities associated with public works projects or private development occur throughout the City, they are generally localized and temporary. There are no airports, farming operations, concert halls, drag strips, boating areas, or shooting ranges in the City of Stanton. Moreover, many fixed noise sources are typically accepted as part of the ambient or background noise level.

Motor vehicles in the City are the major source of continuous noise. The City of Stanton is bisected by a number of arterial roadways and a freeway is located just south of the City boundary. The major east-west roadways in the City include Cerritos Avenue, Katella Avenue, Orangetown Avenue, Chapman Avenue, Lampson Avenue, and Garden Grove Boulevard. The major north-south roadways in the City include Knott Avenue, Western Avenue, Beach Boulevard (SR-39), Dale Avenue, and Magnolia Avenue. Additional roadways carry significant traffic levels and have adjacent residential land uses. The Garden Grove Freeway (SR-22) has minimal impact on Stanton because it does not pass through the City nor is it directly adjacent to any City boundary. It is located just south of the City boundary and is elevated above the Beach Boulevard roadway grade. Minimal freeway sound attenuation features exist along SR-22 in the Stanton area. Land uses in the City adjacent to the roadways discussed above are affected by motor vehicle noise. In addition, land uses such as the Orange County Indoor Swap Meet substantially increase weekend traffic volumes in the area.

IV CURRENT NOISE ENVIRONMENT

The highway traffic noise prediction model developed by the Federal Highway Administration (RD-77-108) was used to evaluate existing noise conditions in the study area. This model utilizes various parameters including the traffic volume, vehicle mix and speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening and nighttime hours. The resultant noise levels are then weighted and summed over 24 hourly periods to determine the CNEL value. Contours are derived through a series of computerized iterations to provide the 60, 65, and 70 CNEL locations. These contour locations can be used as a planning tool to locate noise sensitive receptors away from major noise generators. They apply only to first line receptors, as receptors set back further from the noise source will benefit from the shielding provided by intervening land uses. The contours do not assume the presence of any sound walls or barriers.

Table 4-2 provides the current noise levels adjacent to major roadways in the City of Stanton, assuming a standard sound attenuation of 4.5 dBA with each doubling of distance. As shown therein, the noise levels at 100 feet from the centerline of area roadways currently range from a low of 58.0 CNEL along Orangewood Avenue to a high of 71.4 CNEL along Beach Boulevard (SR-39). The noise levels provided in Table 4-2 are typical for an urban area. The 70 dBA contour presently falls within the right-of-way along 26 of the 41 roadway links analyzed.

Another source of mobile noise is the Southern Pacific Transportation Company (SPTC), which operates the West Santa Ana Branch line through Stanton. These tracks provide transportation for goods and equipment distribution, primarily to and from industrial areas on the west side of the City. The SPTC operates two 870-foot trains per day, one at 3:00 p.m. and the other at 7:00 p.m.

Train data was interpreted with the Wyle Laboratories railroad noise methodology to determine noise associated with the SPTC rail line in Stanton. Noise exposure contours along railway tracks are determined from the number and type of trains using the line, the magnitude and duration of each train pass, and the time of day the operation occurs. The CNEL noise contours for the SPTC line are 56.6 at 100 feet, 53.1 at 200 feet, 47.6 at 400 feet, and 43.2 at 800 feet. These noise levels are considered acceptable for sensitive land uses by the City of Stanton.

There are no future plans to increase the current level of activity on the line, according to company representatives. However, rail traffic will respond to market demand and may increase or decrease depending on the future land uses in the vicinity. Any future impact will be directly related not only to the number of operations occurring each day but also to the time of day at which they occur. A significant increase in nighttime operations would have a detrimental effect on the quality of life in the City of Stanton.

IV CURRENT NOISE ENVIRONMENT

**TABLE 4-2
EXISTING EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
CERRITOS AVENUE					
West of Knott Avenue	15,000	62.7	33	70	151
West of Western Avenue	16,000	63.0	34	73	158
West of Beach Boulevard	18,000	63.5	37	79	171
West of Dale Avenue	18,000	63.5	37	79	171
West of Magnolia Avenue	14,000	62.4	R/W	67	144
East of Magnolia Avenue	11,000	61.3	R/W	57	123
KATELLA AVENUE					
West of Knott Avenue	24,000	66.0	R/W	117	251
West of Western Avenue	26,000	65.1	R/W	101	218
West of Beach Boulevard	28,000	65.4	R/W	106	229
West of Dale Avenue	28,000	65.4	R/W	106	229
West of Magnolia Avenue	26,000	65.1	R/W	101	218
East of Magnolia Avenue	24,000	64.7	R/W	96	207
ORANGEWOOD AVENUE					
West of Western Avenue	8,000	58.5	R/W	37	80
West of Beach Boulevard	7,000	58.0	R/W	34	73
East of Beach Boulevard	9,000	59.1	R/W	40	86
West of Magnolia Avenue	11,000	59.9	R/W	46	99
CHAPMAN AVENUE					
West of Western Avenue	16,000	62.0	R/W	59	127
West of Beach Boulevard	20,000	62.5	R/W	68	147
West of Dale Avenue	20,000	64.0	R/W	85	183
East of Dale Avenue	18,000	63.5	R/W	79	171
LAMPSON AVENUE					
West of Beach Boulevard	14,000	61.0	25	54	116
East of Beach Boulevard	10,000	61.0	25	53	115
KNOTT AVENUE					
South of Katella Avenue	26,000	65.1	47	101	218
South of Cerritos Avenue	22,000	64.4	R/W	90	195

IV CURRENT NOISE ENVIRONMENT

**TABLE 4-2
EXISTING EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
WESTERN AVENUE					
South of Katella Avenue	17,000	63.2	35	76	164
South of Cerritos Avenue	16,000	63.0	34	73	158
North of Cerritos Avenue	18,000	58.7	R/W	38	82
BEACH BOULEVARD (SR-39)					
South of Lampson Avenue	66,000	71.4	124	266	573
South of Chapman Avenue	62,000	71.1	118	255	550
South of Orangewood Avenue	56,000	69.6	93	201	433
South of Katella Avenue	58,000	69.7	95	206	443
South of Cerritos Avenue	55,000	69.5	92	199	428
North of Cerritos Avenue	55,000	69.5	92	199	428
DALE AVENUE					
South of Chapman Avenue	15,000	61.3	R/W	56	122
South of Orangewood Avenue	10,000	59.5	R/W	43	93
South of Katella Avenue	12,000	60.3	R/W	49	105
South of Cerritos Avenue	14,000	62.4	R/W	67	144
North of Cerritos Avenue	14,000	62.4	R/W	67	144
MAGNOLIA AVENUE					
South of Magnolia Avenue	19,000	63.7	R/W	82	177
South of Cerritos Avenue	23,000	64.5	R/W	93	201
North of Cerritos Avenue	22,000	64.4	R/W	90	195
¹ ADT = Average Daily Traffic Volumes. ² Measured at 100 feet from roadway centerline. ³ Distances measured from roadway centerline. R/W means contour is located within the roadway right-of-way.					

Several other rail lines exist in Stanton, including the old Pacific Electric Rail right-of-way and a rarely used SPTC line. The Pacific Electric Corridor is a 100-foot wide strip of vacant land that extends from Dale Street in the southeast portion of the City to Western Avenue in the northwest. It was once the route for the electric "Red Car" commuter line linking major cities in the Los Angeles Basin with outlying areas. Although no adopted plans exist for future use of these lines, any transportation activities could significantly impact adjacent development if improperly planned.

IV CURRENT NOISE ENVIRONMENT

4.3 Existing Compatibility Summary

In the City of Stanton there are five major sources of noise:

1. Traffic on the Southern Pacific rail line,
2. Traffic on the major arterials within the City,
3. Traffic on SR-39 and SR-22,
4. Industrial facilities and loading docks,
5. Animal kennels and training facilities.

Of these, the most serious problem is the noise level produced by motor vehicles on State Route 39 and other major arterials. A CNEL in excess of 65 dBA exists outside of the roadway right-of-way along Katella Avenue, Knott Avenue, and Beach Boulevard (SR-39) with the potential to impact adjacent residential and other sensitive receptors.

5 FUTURE NOISE ENVIRONMENT

5.1 Projected Noise Levels

Future noise levels were developed from the expected motor vehicle volumes in the City of Stanton for the year 2010. These cumulative levels include the build-out of residential, commercial and industrial areas designated in the General Plan Land Use Element. These land use designations differ from the County of Orange demographic projections by predicting a lower rate of population and dwelling unit growth in the City. The data used for noise projections are consistent with the land use and circulation information utilized in the City of Stanton General Plan Update.

Figure 4 provides the future noise contours projected in the City of Stanton under General Plan build-out conditions. The noise contours are shown in terms of the CNEL noise metric utilized by the City. The contours depict vehicular traffic volumes on major roadways throughout the City for the 60, 65 and 70 CNELs.

Noise contour information utilized for Figure 4 is provided in Table 5-1. As shown therein, the year 2010 noise level at 100 feet from the centerline ranges from a low of 58.5 CNEL along Orangewood Avenue to a high of 72.0 CNEL along Beach Boulevard. The 70 CNEL contour is located within the right-of-way along sixteen of the forty-one links analyzed.

5.2 Sensitive Receptors

Current land uses located within the City of Stanton that are sensitive to intrusive noise include hospital and convalescent care facilities, libraries, parks, residential areas and schools. The 65 CNEL is generally considered the maximum exterior level acceptable for these uses. Noise sensitive uses are permitted in areas with ambient environments in excess of 65 CNEL if mitigation is provided to reduce noise to acceptable levels. Figure 5 details the locations of sensitive receptors within the City limits.

The one hospital in the City is Suncrest Hospital located along Katella Avenue, west of Beach Boulevard. The noise level at this location indicates that the future exterior noise level at 100 feet from centerline is 66.8 CNEL. This is higher than the exterior 65 CNEL noise standard considered acceptable for hospitals by the City of Stanton. There are two convalescent facilities/retirement homes in Stanton, Casa Bonita on Cerritos Avenue and Quaker Gardens on Dale Avenue. Both facilities may be impacted by noise generated on the adjacent roadway.

V FUTURE NOISE ENVIRONMENT

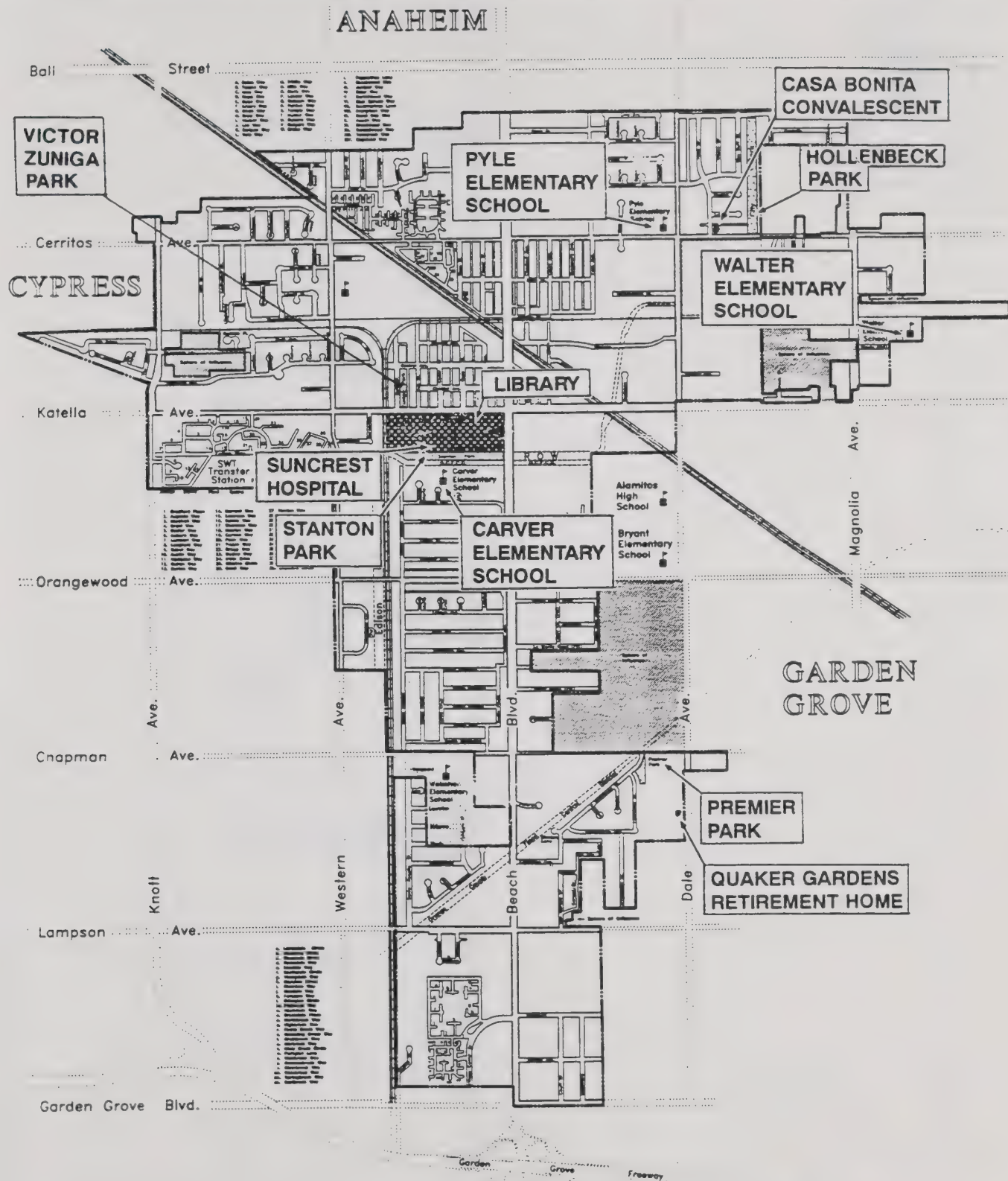
The only library within the City is the Orange County Library, located on Katella Avenue near Suncrest Hospital. The library may also be exposed to noise in excess of 65 CNEL. However, the City does not provide exterior noise levels for libraries, but instead sets an interior noise level of 45 dBA (see Table 4-5). With normal building construction techniques utilized for the library building (which generally result in a 20 dBA exterior-to-interior reduction), the interior noise levels may be above the 45 dBA standard.

Schools and parks are located throughout the study area, as seen in Figure 5. While two of the three schools are located along local roadways, Pyles Elementary School is along a two major arterials. However, this school is buffered from significant noise impacts by a substantial set-back from Cerritos Avenue to sensitive activities and minimal noise emanating from Dale Avenue. It is expected that all three schools are in compliance with the City of Stanton exterior noise standards.

Three parks are located within the Stanton City Limits: 1) City Park, north of Cerritos Avenue; 2) Stanton Park, west of Beach Boulevard; and 3) Premier Park, south of Chapman Avenue. A portion of all three parks is adjacent to a major roadway that is projected to generate a 65 CNEL noise contour outside of the roadway right-of-way.

Residential uses are located throughout the City, along major and minor roadways. Those residential areas adjacent to major arterials may experience significant motor vehicle generated noise levels. All major roadways in the City are projected to have 65 CNEL contours located outside of the Roadway right-of-way. Residential areas and other sensitive land uses adjacent to these roadways could be exposed to noise levels higher than the 65 CNEL standard allowed by the City of Stanton. If a residence takes direct vehicular access from the roadway or if the housing tract was not built with protective noise barriers, the noise exposure in these areas would be considered excessive.

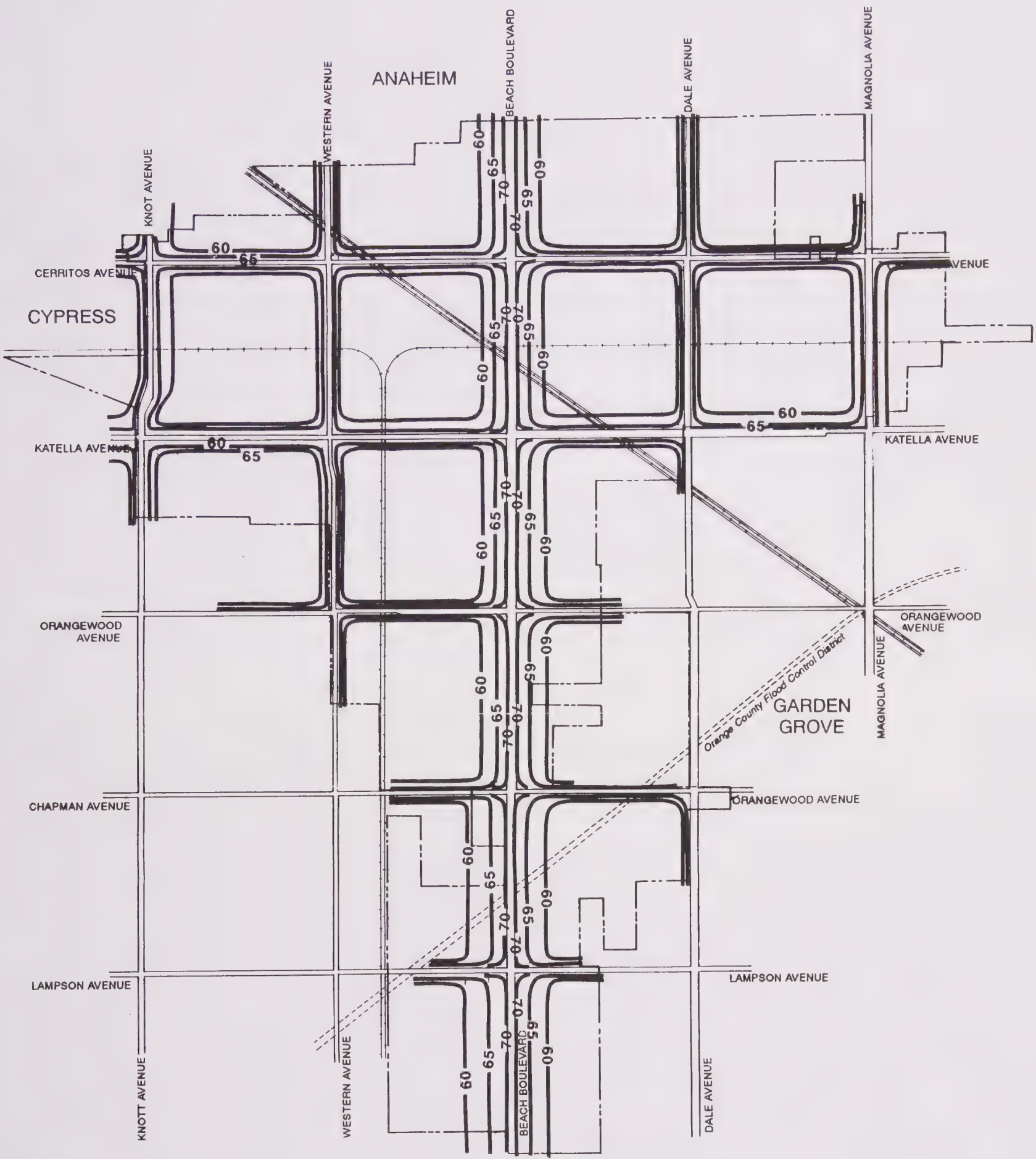
SENSITIVE RECEPTOR LOCATIONS



NOT TO SCALE



THE
PLANNING
CENTER



V FUTURE NOISE ENVIRONMENT

**TABLE 5-1
YEAR 2010 EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
CERRITOS AVENUE					
West of Knott Avenue	17,000	63.2	35	76	164
West of Western Avenue	18,000	63.5	37	79	171
West of Beach Boulevard	21,000	64.2	41	88	189
West of Dale Avenue	21,000	64.2	41	88	189
West of Magnolia Avenue	16,000	63.0	34	73	158
East of Magnolia Avenue	13,000	62.1	R/W	64	137
KATELLA AVENUE					
West of Knott Avenue	34,000	67.5	68	147	317
West of Western Avenue	36,000	66.5	58	126	271
West of Beach Boulevard	39,000	66.8	62	133	286
West of Dale Avenue	39,000	66.8	62	133	286
West of Magnolia Avenue	36,000	66.5	58	126	271
East of Magnolia Avenue	34,000	66.2	56	121	261
ORANGEWOOD AVENUE					
West of Western Avenue	10,000	59.5	R/W	43	93
West of Beach Boulevard	8,000	58.5	R/W	37	80
East of Beach Boulevard	10,000	59.5	R/W	43	93
West of Magnolia Avenue	12,000	60.3	R/W	49	105
CHAPMAN AVENUE					
West of Western Avenue	19,000	62.3	R/W	66	142
West of Beach Boulevard	24,000	63.3	R/W	77	166
West of Dale Avenue	24,000	64.7	45	96	207
East of Dale Avenue	22,000	64.4	R/W	90	195
LAMPSON AVENUE					
West of Beach Boulevard	17,000	61.8	R/W	61	132
East of Beach Boulevard	12,000	61.7	R/W	60	130
KNOTT AVENUE					
South of Katella Avenue	27,000	65.2	48	104	223
South of Cerritos Avenue	23,000	64.5	R/W	93	201

V FUTURE NOISE ENVIRONMENT

**TABLE 5-1
YEAR 2010 EXTERIOR NOISE EXPOSURE**

Distance to Contours (Ft. ³)					
Roadway	ADT ¹ (Veh./Day)	CNEL @ 100 Feet ²	70 dBA	65 dBA	60 dBA
WESTERN AVENUE					
South of Katella Avenue	19,000	63.7	38	82	177
South of Cerritos Avenue	18,000	63.5	37	79	171
North of Cerritos Avenue	20,000	59.2	R/W	41	88
BEACH BOULEVARD					
South of Lampson Avenue	76,000	72.0	135	290	625
South of Chapman Avenue	71,000	71.6	129	277	597
South of Orangewood Avenue	64,000	70.1	101	217	468
South of Katella Avenue	67,000	70.3	104	224	483
South of Cerritos Avenue	61,000	70.0	98	210	453
North of Cerritos Avenue	61,000	70.0	98	210	453
DALE AVENUE					
South of Chapman Avenue	17,000	61.8	R/W	61	132
South of Orangewood Avenue	11,000	60.0	R/W	46	99
South of Katella Avenue	13,000	61.0	R/W	51	110
South of Cerritos Avenue	15,000	62.7	33	70	151
North of Cerritos Avenue	15,000	62.7	33	70	151
MAGNOLIA AVENUE					
South of Magnolia Avenue	22,000	64.4	R/W	90	195
South of Cerritos Avenue	26,000	65.1	47	101	218
North of Cerritos Avenue	25,000	65.0	46	99	212
¹ ADT = Average Daily Traffic Volumes. ² Measured at 100 feet from roadway centerline. ³ Distances measured from roadway centerline. R/W means contour is located within the roadway right-of-way.					

6 IMPLICATIONS FOR THE GENERAL PLAN

The major noise generators in Stanton are related to transportation sources and industrial point sources. Industrial sources can be controlled through application and enforcement of the City's noise ordinance that controls noise levels across property lines. The future noise problems expected in Stanton then relate primarily to transportation sources such as motor vehicles, trains and mass transit. The current noise environment is expected to worsen as regional growth increases the volumes of motor vehicle traffic through the City. Since the City of Stanton is primarily built-out, with minimal raw land available for development, local development is not expected to cause significant changes to the noise environment.

The opportunity to change the noise environment exists through conditions on transportation, infill or redevelopment projects, and enforcement of the existing noise ordinance. The following measures identify what specific actions can be taken by the City to ensure the most beneficial noise environment possible.

CITY ACTIONS AND ENFORCEMENT

- Assign at least one employee the responsibility of becoming knowledgeable about noise and noise control. Revise the job description of this employee to include responsibility for noise during project review.
- Review City projects for their potential to create noise impacts and consider noise control requirements for all new motor vehicle or construction equipment purchases.
- Provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers.
- Develop a program to install landscaped berm/barrier combinations or other noise mitigation along major arterials in Stanton.
- Adopt measures which alter, prohibit or mitigate noise generating uses, such as truck deliveries, parking, or use of loud equipment, which occur near residential neighborhoods and other sensitive receptors.
- Develop truck routes away from residential neighborhoods and other sensitive receptor locations.

VI IMPLICATIONS FOR THE GENERAL PLAN

- Ensure that the Circulation and Land Use Elements of the General Plan and the Zoning Code fully integrate the policies adopted in the Noise Element.
- Include in the City Noise Ordinance the permissible hours of the day and days of the week that construction operations can occur.

TRANSPORTATION PROJECTS

- Coordinate with the Orange County Transportation Commission (OCTC) and the County of Orange to implement noise mitigating measures associated with the Super Street Program.
- Maintain liaison with transportation agencies such as Caltrans, OCTC and the SPTC railroad regarding the reduction of noise from future facilities or transportation improvements.
- Analyze the design and location of transportation facilities or improvements and recommend noise mitigation measures in the response to the Notice of Preparation and/or the Draft Environmental Impact Report.
- Require that transportation noise impacts associated with projects in the City be mitigated to a level of insignificance.
- Maintain a baseline of noise associated with transportation projects and update this base with every General Plan Revision to establish city-wide ambient noise levels for planning purposes.

DEVELOPMENT PROJECTS

- Develop a program for developer contributions to fund noise attenuating improvements adjacent to arterial roadways where noise impacts exist at sensitive receptor locations.
- Prohibit development of noise sensitive uses adjacent to areas which contain or are planned for uses with the potential to generate sound above the relevant noise standards. Buffer residential, institutional, educational and recreational areas from transportation generated noise by locating these uses away from major arterials and locating less sensitive uses along transportation routes.

VI IMPLICATIONS FOR THE GENERAL PLAN

- Require noise studies for development projects within the future 60 CNEL contour identified in Figure 5. The area between the roadway and the 60 CNEL line is to be considered a "referral zone" for new projects.
- Ensure that construction of buildings meets the sound insulation requirements provided in the Uniform Building Code.
- Require projects to address noise impacts in terms of the City's noise standards provided in Table 3-3.
- Encourage lot layouts in new developments that consider acoustical designs.
- Require existing and proposed facilities to comply with the City's Noise Ordinance. Monitor noise levels adjacent to existing noise generating facilities and monitor project noise mitigation to ensure compliance.

APPENDIX

- ***GLOSSARY OF TERMS***
- ***MEASUREMENT PROCEDURE***
- ***MEASUREMENT DATA***

APPENDIX

GLOSSARY OF TERMS

A-weighted Sound Level, dB(A): The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

Ambient Noise Level: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Amplitude: A measure of the difference between atmospheric pressure (with no sound present) and the total pressure (with sound present). Although there are other measures of sound amplitude, sound pressure is the fundamental measure. The unit of sound pressure is the decibel (dB).

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained by adding five (5) decibels to the hourly noise levels measured during the evening (from 7:00 p.m. to 10:00 p.m.) and by adding ten (10) decibels to the hourly noise levels measured during the night (between 10:00 p.m. and 7:00 a.m.). In this way, CNEL takes into account the lower tolerance of people for noise during evening and nighttime periods.

Day-Night Average Level (Ldn): The measure of noise exposure used by the EPA, HUD, FAA and the Department of Defense. It is the same as CNEL except that the weighting considered (in CNEL) between the hours from 7:00 p.m. to 10:00 p.m. is eliminated. Throughout this noise element, Ldn and CNEL are assumed to be the same measure. This is consistent with the recommended practice of the State of California Office of Noise Control.

Decibel (dB): A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals. Because they are logarithmic, decibels are not additive. If two similar noise sources produce the same amount of noise (say 100 dB each), the total noise level will be 103 dB, not 200 dB. An increase in noise level of 10 dB is generally perceived as being twice as loud.

dB(A): A-weighted sound level (see definition above).

APPENDIX

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Exterior Living Space: Open area designed for outdoor living and/or recreation.

Frequency: The number of times per second that a sound pressure oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

Intrusive Noise: That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

L10: The A-weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound..."

Noise Attenuation: The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room or another. Noise attenuation is specified in decibels.

Noise Barrier: A structure designed to mitigate the impact generated by a noise source (e.g., an arterial or rail line) at an adjacent noise sensitive location. Barriers should be continuous structures (without gaps) and should be constructed of a material that is impervious to noise (e.g., concrete block, stucco-on-wood, wood-on-wood, 1/4" tempered plate glass, earthen berm, or any combination of these materials).

Noise Exposure Contours: Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical metrics used.

Noise Impact Area: A specific area exposed to significant levels of noise.

APPENDIX

Noise Reduction: The ability of a material to reduce the noise level from one place to another or between one room and another. Noise reduction is specified in decibels.

Noise Referral Zones: Such zones are defined as the area within the contour defining a CNEL level of 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and, in some cases, preempted local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis.

Noise Sensitive Land Use: Noise-sensitive land uses include, but are not limited to: residences, schools, libraries, hospitals, churches, offices, hotels, motels, and outdoor recreational areas. These typify land uses where suitability is restricted by intrusive noises. Hence, they are termed "noise-sensitive." Noise-sensitivity factors include interference with speech communication, subjective judgement of noise acceptability and relative noisiness, need for freedom from noise intrusion, and sleep interference criteria.

Sound: A reaction in the ear caused by radiant energy being transmitted from a source by longitudinal pressure wave in air or some other elastic medium.

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

APPENDIX

MEASUREMENT PROCEDURE

Thirteen sites were selected for measurement of the noise environment in Stanton. Discussions with city staff and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use.

The measurement locations are presented in Figure 4. The Stanton Noise element measurement survey utilized the Bruel and Kjaer Model 4427 Digital Noise Monitor. This instrument automatically calculates the Equivalent Noise Level (LEQ) and the maximum and percentile noise levels for any specific time period. The systems was calibrated with a Bruel and Kjaer calibrator with calibration traceable to the National Bureau of Standards. Calibration for the calibrator is certified through the duration of the measurements by Bruel & Kjaer. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

APPENDIX

MEASUREMENT DATA

Measurement data is provided on the following pages.

Ambient Traffic Noise Measurement Results

SITE: # 1

LOCATION: *Beach Blvd. Near Daymor*

DATE: *May 14, 1987*

TIME: *3:50 p.m.*

MEASURED VALUES (dBA)

<u>LEQ</u>	<u>Lmax</u>	<u>Lmin</u>
68.0	80	52

PRIMARY NOISE SOURCES:

Traffic on Beach Blvd.

COMMENTS:

Single Family Residential

SITE: # 2

LOCATION: *Knott Ave. at Syracuse*

DATE: *May 14, 1987*

TIME: *2:00 p.m.*

MEASURED VALUES (dBA)

<u>LEQ</u>	<u>Lmax</u>	<u>Lmin</u>
65.3	79	51

PRIMARY NOISE SOURCES:

Traffic on Knott Ave.

COMMENTS:

2 Helicopter Flyovers

SITE: # 3

LOCATION: *Western Ave. at Thunderbird*

DATE: *May 14, 1987*

TIME: *2:20 p.m.*

MEASURED VALUES (dBA)

<u>LEQ</u>	<u>Lmax</u>	<u>Lmin</u>
63.9	78	48

PRIMARY NOISE SOURCES:

Traffic on Western Ave.

COMMENTS:

Residential Across from City Hall

SITE: # 4

LOCATION: *Cerritos Ave. at Ashdale*

DATE: *May 14, 1987*

TIME: *2:45 p.m.*

MEASURED VALUES (dBA)

<u>LEQ</u>	<u>Lmax</u>	<u>Lmin</u>
65.3	79	49

PRIMARY NOISE SOURCES:

Traffic on Cerritos Ave., Helicopters

COMMENTS:

Residential Across from Commercial

SITE: # 5

LOCATION: *Katella Ave. at Rose*

DATE: *May 14, 1987*

TIME: *1:20 p.m.*

MEASURED VALUES (dBA)

<u>LEQ</u>	<u>Lmax</u>	<u>Lmin</u>
66.2	83	50

PRIMARY NOISE SOURCES:

Traffic on Katella

COMMENTS:

Residential Across from Library

SITE: # 6

LOCATION: *Orangewood at Jane Way*

DATE: *May 14, 1987*

TIME: *3:30 p.m.*

MEASURED VALUES (dBA)

<u>LEQ</u>	<u>Lmax</u>	<u>Lmin</u>
64.5	75	48

PRIMARY NOISE SOURCES:

Traffic on Orangewood

COMMENTS:

Residential Near City Boundary

Stationary Source Noise Measurement Results _____

SITE: # 7

LOCATION: *Village Center Drive (Behind Ralphs Supermarket Loading Area)*

DATE: *May 15, 1987*

TIME: *4:00 p.m.*

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁	L ₁	L ₅	L ₁₀	L ₃₃	L ₅₀	L ₉₀	L ₉₉
62.7	72	71	65	60	59	58	54	53	51

PRIMARY NOISE SOURCES:

Traffic

LAND USE:

Commercial/Residential Border

COMMENTS:

No Audible Commercial Noise From Ralphs or others

SITE: # 8

LOCATION: *Capri Villa Mobile Home Park*

DATE: *May 15, 1987*

TIME: *3:15 p.m.*

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁	L ₁	L ₅	L ₁₀	L ₃₃	L ₅₀	L ₉₀	L ₉₉
51.1	62	62	60	56	54	50	50	49	48

PRIMARY NOISE SOURCES:

Distant Traffic from Beach Blvd. and Garden Grove Freeway

LAND USE:

Mobile Home Park/Commercial Border

(Development of Price Savers Store Now in Progress)

COMMENTS:

No Construction Activity

Wall Surrounding Park is Approximately 5.5 Feet High

Stationary Source Noise Measurement Results

SITE: # 9

LOCATION: *Santa Rosalia Street at Devonwood*

DATE: *May 15, 1987*

TIME: *2:30 p.m.*

MEASURED VALUES (dBA)

LEO	Lmax	L1	L1	L5	L10	L33	L50	L90	L99
58.4	73	73	70	65	62	54	51	48	47

PRIMARY NOISE SOURCES:

Light Traffic on Rosalia, Light Machine Noise from Swedlow, Helicopter Flyovers

LAND USE:

Commercial/Residential Border and City Boundary

COMMENTS:

Rear Yards Back up to Swedlow Manufacturing Plant

Commercial Noise from Swedlow was Approximately 48-52 dBA

SITE: # 10

LOCATION: *Corner of Fulton and Hampton Way*

DATE: *May 15, 1987*

TIME: *12:30 p.m.*

MEASURED VALUES (dBA)

LEO	Lmax	L1	L1	L5	L10	L33	L50	L90	L99
60.9	84	83	72	62	59	56	55	51	49

PRIMARY NOISE SOURCES:

Truck Noise form Transfer Station

Occasional Car on Fulton

LAND USE:

Transfer Station/Residential Border

COMMENTS:

L10 and L33 represent Noise from Adjacent Transfer Station

An Approximate 12 Foot Wall Seperates the Land Uses and Might Break Line of Site Between Transfer Station and Second Story Window of Adjacent Condos

Stationary Source Noise Measurement Results

SITE: # 11

LOCATION: *Mobile Home Park*

DATE: *May 15, 1987*

TIME: *1:45 p.m.*

MEASURED VALUES (dBA)

LEQ	Lmax	L1	L1	L5	L10	L33	L50	L90	L99
47.1	59	58	56	52	49	46	45	44	43

PRIMARY NOISE SOURCES:

Light Industrial Noise from Adjacent Rock Crushing Yard, Occasional Car in Park

LAND USE:

Industrial/Mobile Home Border

COMMENTS:

L10 and L33 Represent Industrial Noise

SITE: # 12

LOCATION: *End of Bell Street North of Railroad Track*

DATE: *May 15, 1987*

TIME: *11:45 a.m.*

MEASURED VALUES (dBA)

LEQ	Lmax	L1	L1	L5	L10	L33	L50	L90	L99
57.0	67	66	65	63	61	57	54	49	47

PRIMARY NOISE SOURCES:

Barking Dogs from nearby Kennels (Primarily Superior Dog Training), Helicopter Flyovers

LAND USE:

Residential Adjacent to Several Animal Bording Facilities

COMMENTS:

*Present Wall Between Condos and Railroad Track is Approximately 4 Feet High
Microphone was Placed Above the Wall at a Height of 6 Feet
10-15 Dogs Barking Almost Constantly*

Stationary Source Noise Measurement Results

SITE: # 13

LOCATION: *Corner of Cris and Vinevale*

DATE: *May 15, 1987*

TIME: *11:10 a.m.*

MEASURED VALUES (dBA)

LEQ	Lmax	L ₁	L ₁	L ₅	L ₁₀	L ₃₃	L ₅₀	L ₉₀	L ₉₉
53.1	70	63	61	58	55	49	48	45	44

PRIMARY NOISE SOURCES:

Distant Traffic, Light Aircraft Flyovers

LAND USE:

Commercial/Residential Border

COMMENTS:

Future Plans for Redevelopment of Commercial Area and possible Noise Impact on Adjacent Residences is of Concern Here

APPENDIX E

TECHNICAL APPENDIX

**DATABASE FOR DWELLING UNITS, POPULATION
AND LAND USE ACREAGE**

Assumptions, Methods, Projections

Draft: September 16, 1991

This appendix to the City of Stanton Consolidated General Plan/EIR provides technical documentation about the data assumptions, methods of projection, projections, and data consistency regarding all data on number of dwelling units, population estimates, and land use acreage as used in the preparation of the General Plan/EIR.

Data Assumptions

Existing Dwelling Units

The 1990 Housing Element contains information regarding number of existing dwelling units and projected dwelling units based largely on the Land Use Inventory Survey Summary, which is a summary of information collected by windshield survey during the last quarter of 1988. A basic assumption of the Consolidated General Plan/EIR is that the data collected at that time is both accurate and complete, and therefore should be used as baseline data for the General Plan update counts of existing dwelling units.

The City provided a list of Housing Units approved between October 1988 and March 1991, to update the information from the 1990 Housing Element current through March 5, 1991, which will be the assumed "current" date. Table A-1 below shows the residential dwelling units approved since October 1988. These figures are added to the data from the 1990 Housing Element and Land Use Inventory Survey Summary to develop data assumptions about current conditions.

TABLE A-1 NEW RESIDENTIAL DEVELOPMENT ADDED BETWEEN OCTOBER 1988 AND MARCH 1991¹					
Location	Type	Zone	Proposed Land Use Designation	Units	Month/Year
10634 Lexington	Duplex	R2-B	Medium Density Residential	2	11/88
10562 Sycamore	SF	R-1	Low Density Residential	1	03/89
7882-92 Second	Apts.	R-3	High Density Residential	12	06/89
8191 Johnston	SF	E-1	Low Density Residential	1	08/89
7861 First	Apts.	R-3	High Density Residential	10	10/89
8131 Starr	Fourplex	C-R	Medium Density Residential	4	09/90
7912 First	Condos	R-3	High Density Residential	6	11/90
7651 Cerritos	Condos	R-3	High Density Residential	18	11/90
TOTAL:				74	

1 Data provided by Mark D. Lloyd, Planning Manager, 03/05/91.

Further consideration of the 1990 Housing Element and Land Use Inventory Survey Summary identified several key assumptions which are incorporated into the existing and projected dwelling unit data. In the Land Use Inventory, the City did not include a count of dwelling units within the Kermore Island area.¹ Mobile Homes are counted separately, and are not included in counts of single-family properties nor are they included in counts with multi-family properties (Mark Lloyd, telephone conversation 3/6/91). Existing retirement units include the Quaker Gardens at 12151 Dale St. (199 units) and Casa Bonita, at 85141 Cerritos (60 units) are also not included in the counts as multi-family uses, but are provided separately. The Housing Element mainly addresses residential uses by categories of: single-family, multi-family, mobile home, and retirement units. The land use designations under the General Plan discusses categories of: Low, Medium and High Density Residential uses. It is assumed that the Housing Element Counts for Single-Family Residents includes 76 non-conforming (by reason of conflict between use and zone, not including over-dense) housing units located in commercial and industrial zones. The 80 non-conforming multi-family residential units are included in Table 15 of the Inventory Survey, which aggregates both medium and high density multi-family units other than Mobile Homes and Retirement.

Housing Projections

The 1990 Housing Element provided a projection of dwelling units² at 13,155 units. This projection was developed based on the assumption that all land zoned in residential categories would be developed to the maximum density. Many different methods of projecting housing units are possible; the Housing Element projection method is one which is suitable for use in jurisdictions which are essentially undeveloped, or for developing planning scenarios for fault zones, emergency plans, contingency plans, or major redevelopment programs which assume that existing housing would either be demolished or destroyed and replaced by new development to maximum capacity. With an essentially built out community, this type of housing projection is not reasonable to use for most planning purposes, including traffic studies and assessing impacts of development on public services and utilities. Therefore, the projection of 13,155 dwelling units will hereafter be identified as the Maximum Theoretical Projection (see Table A-3, A-4).

The "Preferred Projection" (Table A-2) is based on examination of existing on-the-ground uses and individualized potential for residential development. It also includes projections for the Sphere of Influence, and assume that at some point these areas would be incorporated into the City. The "Preferred Projection" should be used for ordinary planning purposes, including: analysis of environmental impacts, projections for traffic studies, and for development of regional plans.

The Preferred Alternative of the General Plan update includes special and aggressive mechanisms

¹ Mark Lloyd, telephone conversation 3/6/91.

² City of Stanton Housing Element 1990, Final Draft, p. 22.

for addressing improved housing quality in conjunction with greater affordability of housing. The existing General Plan does not allow development of "granny" units, which accounts for an estimated 10 percent of development potential in the areas zoned for single-family residential uses. The "granny units" would make both existing and proposed single-family residential uses more affordable, by allowing addition of an extra unit, which would increase the property value of the parcel and which has the potential to be rented out. The proposed Home Industry Opportunity Area would allow a single-family residential unit to be included on each parcel, in conjunction with a small business, and is aimed at improving an area which is currently blighted, which under the existing General Plan would otherwise be lost.

The "Maximum Theoretical Projection" is the housing projection as defined by the 1990 Housing Element.³ The Maximum Theoretical Projection is based on the assumption of maximum development for each residential land use, according to acreages for each residential land use category at the time of development of the 1990 Housing Element, as opposed to the land use distribution proposed in this General Plan update. The 1990 Housing Element did not, however, envision development of all the units theoretically possible within the next five years. The projection concept used under the Maximum Theoretical Projection may be useful for development of contingency plans: for example, projecting redevelopment potential assuming 100 percent housing damage due to a great earthquake. However, use of a projection methodology which assumed 100 percent of maximum allowed density for development is less appropriate for a City like Stanton, which is almost totally built out.

For general planning purposes, including traffic studies, assessment of public services and utilities systems, jobs/housing balance, socioeconomic analyses, and environmental analyses, a Preferred Projection has been developed which more accurately addresses the reasonable residential development potential for the City. An explanation of this projection method follows.

Preferred Projections, Dwelling Units

An aerial photograph of the City of Stanton, including its Sphere of Influence areas and surrounding uses, was taken on 03/03/89,⁴ only a few months after the Land Use Inventory Survey. The aerial photograph, the Consolidated General Plan and EIR land use map, and the Land Use Inventory Survey were carefully cross-examined (using a tissue overlay grid to identify the Land Use Inventory Survey Areas) as both a quality control check and to determine residential development potential according to the General Plan.⁵ In the course of the cross-

³ City of Stanton, Final Draft, Housing Element 1990, p. 22.

⁴ Robert Bein, William Frost, and Associates, flight 03/03/89, @ approximately 1" = 400' scale.

⁵ Note that the 1990 Housing Element (p. 6) includes a map identifying "Vacant, Under-used, or Redevelopable Land Suitable for Residences." The fact that this Housing Element was written and adopted prior to completion of the updated General Plan accounts for some insignificant discrepancies between that map and current assumptions.

examination between existing "on-the-ground" uses identified in the aerial map (as opposed to theoretical land use designations) a number of subareas with residential development potential were identified (Figure 4 in Section III of the Technical Document). Within each of those subareas, assumptions are made about existing dwelling uses, and development potentials were determined based on the new Land Use designations for residential uses. Unlike some neighboring communities, the City of Stanton does not wish to displace existing residents through a massive housing redevelopment program; rather, existing residential uses would be retained (including mobile home parks) and increased development potential would be added by more individualized methods. New assumptions which needed to be incorporated into the Preferred Projection included:

- 1) The addition of "granny unit" development potential for all existing single-family units other than those located within the Home Industry Opportunity area and Kermore Island, which is part of the Sphere of Influence that has been "pre-zoned" for Medium density residential development. It is assumed that development of "granny units" would occur in about 10 percent of all other single-family zoned parcels.
- 2) Through creation of the Home Industry category of land uses, each parcel within the Home Industry Opportunity Areas would be allowed to include a single-family unit. No "granny unit" development would occur in these opportunity areas.
- 3) Mobil home parks would retain the existing numbers of mobile home units.
- 4) The Civic Center Area Plan would include development of 335 dwelling units of affordable senior rental housing units and 80 high density upscale condominiums.
- 5) Development to maximum density all other vacant and underutilized land classified for residential land uses, where feasible to do so without removing existing dwelling units. A detailed summary of the resulting impacts is provided in Table A-2, below:

**TABLE A-2
DWELLING UNITS DATA
BY PROPOSED RESIDENTIAL LAND USE CATEGORY
(City of Stanton and Sphere of Influence)**

Residential Land Use Categories in 1990 Housing Element compared with Proposed Residential Land Use Categories¹	Existing	Added Dwelling Units²	Total, Preferred Projection
CITY OF STANTON			
Single-Family Residential Uses			
Single Family DUs (conforming)	2,574	385	2,959
Single Family DUs (non-conforming)	76	-76	0
Subtotal, LOW DENSITY Residential Uses:	2,650³	309	2,959
Mobile Homes (reclassified as MEDIUM DENSITY Residential Uses):	1,391⁴	0	1,391
Retirement (includes both MEDIUM and HIGH DENSITY Residential Uses):	259⁵	335	594

**TABLE A-2
DWELLING UNITS DATA
BY PROPOSED RESIDENTIAL LAND USE CATEGORY
(City of Stanton and Sphere of Influence)**

Residential Land Use Categories in 1990 Housing Element compared with Proposed Residential Land Use Categories¹	Existing	Added Dwelling Units²	Total, Preferred Projection
Multi-Family Residential Uses			
Other Medium Density (not including Mobile Homes or Retirement)		347	--
Other High Density (omits Retirement)		356	--
Other Medium and High Density Residential Uses (subtotal, conforming)	5,999	783	6,782
Other Medium and High Density Residential Uses (non-conforming)	80	-80	0
Subtotal, OTHER MEDIUM AND HIGH DENSITY Residential Uses:	6,079⁶	703	6,782
Subtotal, City of Stanton:	10,379	1,347	11,726

**TABLE A-2
DWELLING UNITS DATA
BY PROPOSED RESIDENTIAL LAND USE CATEGORY
(City of Stanton and Sphere of Influence)**

Residential Land Use Categories in 1990 Housing Element compared with Proposed Residential Land Use Categories¹	Existing	Added Dwelling Units²	Total, Preferred Projection
SPHERE OF INFLUENCE⁷			
Sphere of Influence Low Density	576	56	632
Sphere of Influence Medium Density (Kermore Island only)	0	100	100
Subtotal, Sphere of Influence:	576	156	732
TOTAL CITY PLUS SPHERE OF INFLUENCE:	10,955	1,503	12,458

- 1 Per proposed General Plan update. Note that the Housing Element categories of single-family, multi-family, mobile home, and retirement overlap, rather than correspond to, the Land Use designations for Low, Medium and High Density Residential.
- 2 These are number of units added for environmental impacts. Note that all non-conforming units are expected to eventually be removed. See Tables A-5 through A-7 for details on projection method used to calculate number of units added.
- 3 City of Stanton 1990 Housing Element, plus 2 new SFR added since survey. Information on new units from Mark D. Lloyd, Planning Manager, 03/05/91.
- 4 City of Stanton 1990 Housing Element.
- 5 City of Stanton 1990 Housing Element. Note that all existing Retirement are Medium Density, whereas the added units are all High Density units, as described in the Environmental Impact Report for Civic Center Area Plan, City of Stanton, SCH# 90011124.
- 6 City of Stanton 1990 Housing Element plus new units. The Housing Element data is derived from the Stanton Land Use Inventory Survey Summary, February 1989, and does not include a breakdown of multi-family uses as medium and high density. This figure includes both Medium Density and High Density uses other than mobile home and retirement. Includes 8 medium density units and 64 high density units added since survey, per Mark D. Lloyd, 03/05/91. All existing non-conforming units are expected to eventually be replaced with conforming units.
- 7 See Table A-5 for assumptions regarding existing dwelling units in Sphere of Influence (not counted in 1990 Housing Element).

The net impact of the Preferred Projections for dwelling units would result in the addition of 1,347 new dwelling units within the City limits, and assumes the replacement of 156 non-conforming dwelling units. The Preferred Projection also assumes the eventual addition of 576 existing dwelling units in the Sphere of Influence as well as addition of projection of new dwelling units in the Sphere of Influence, for a total of 12,458 projected dwelling units at buildout under the Preferred Plan.

Data Consistency and Validity

It is advisable that once detailed block level 1990 Census data becomes available⁶ the inventory/baseline data assumptions for existing dwelling units should be verified on a block by block basis. If there is significant inconsistency (greater than 5 percent) between the Census information and the assumptions for existing data used in this update of the General Plan/EIR the Housing Element may then need to be updated to correspond with the official data obtained from the 1990 Census. When such an update is made, the "existing" number of dwelling units should be adjusted for new residential development occurring between April 1, 1990 (date of the census) and time of the update. The 1990 Census count for dwelling units for the City of Stanton is 10,755 units. Our estimates for the current number of dwelling units, 10,379 units (see Table A-2) are 376 units lower than the Census counts, or a 3.4 percent difference. The State considers dwelling unit estimates within 5 percent of the official counts are acceptable.⁷

Since the total dwelling unit count for the City is currently only available as total units, without breakdown by dwelling unit type, the Census counts would not be useful for detailed projection purposes. The estimates provided in Table 2, incorporate data from the 1990 Housing Element and are adjusted for new development (from Table A-1). These estimates are preferable to use for planning purposes at this time because some detailed information on type of housing unit is available. With the next Housing Element update, the assumptions used to develop the methodology for projecting dwelling units could also be verified. If, for example, the trend regarding number of applications for "granny" unit development do not support the assumption of a 10 percent development of these type of units, the method for projecting single family units may need to be adjusted.

Table A-3 is provided as a more succinct version of Table A-2, which highlights the differences between the Preferred Projections and the Maximum Theoretical Projections, but which does not use the new Land Use designation categories included in the Preferred Plan:

⁶ New information from Orange County (Tom Cripps) received on April 11, 1991 revealed that it is now possible for the City to obtain 1990 Census block data from SCAG on diskette. However, the Public Law Data information diskette does not provide detailed data such as number of dwelling units broken down by housing type. Detailed information by housing type is not expected to be available until around April 1992.

⁷ Conversation with Tom Cripps, Orange County, 04/11/91.

TABLE A-3 SUMMARY OF DWELLING UNITS DATA BY HOUSING ELEMENT CATEGORIES (City of Stanton and Sphere of Influence)				
Type of Residential Use, Per 1991 Housing Element	Existing	Added Dwelling Units¹	Preferred Projection²	Maximum Theoretical Projection³
City of Stanton				
Single-Family	2,650 ⁴	309	2,959	2,570
Mobile Homes	1,391	0	1,391	1,105
Retirement	259	335	594	9,480
Multi-Family	6,079 ⁵	703	6,782	
Subtotal, City of Stanton	10,379⁶	1,347	11,726	13,155
Sphere of Influence⁷				
Sphere of Influence SFR	576	56	632	
Sphere of Influence Medium Density (Multi- Family)	0	100	100	
Total, Sphere of Influence:	576	156	732	
TOTAL, CITY PLUS SPHERE OF INFLUENCE:	10,955	1,503	12,458	--⁸

- 1 These are number of units added for environmental impacts. Note that all non-conforming units are expected to eventually be removed. See Tables A-5- A-7 for details on projection method used to calculate number of units added.
- 2 Preferred Projection uses described below.
- 3 Maximum Theoretical Projection uses described below.
- 4 City of Stanton 1990 Housing Element, plus 2 new SFR added since survey. Information on new units from Mark D. Lloyd, Planning Manager, 03/02/91.
- 5 City of Stanton 1990 Housing Element plus new units. The Housing Element data is derived from the Stanton Land Use Inventory Survey Summary, February 1989, and does not include a breakdown of multi-family uses as medium and high density. This figure includes both Medium Density and High Density uses other than mobile home and retirement. Includes 8 medium density units and 64 high density units added since survey, per Mark D. Lloyd, 03/05/91. All existing non-conforming units are expected to eventually be replaced with conforming units.
- 6 City of Stanton 1990 Housing Element, plus all new units added since survey. Information on new units from Mark D. Lloyd, Planning Manager, 03/05/91.
- 7 See Table A-4 for assumptions regarding existing dwelling units in Sphere of Influence.
- 8 1990 Housing Element did not project dwelling units in the Sphere of Influence.

Existing Population

The City of Stanton was incorporated in 1956, when it consisted of just slightly less than one square mile, with a population of 1,500 residents. During the 1960s and 1970s, the City experienced a steady increase in population, not unlike the rest of Orange County. By 1989 the population was estimated at 28,353 persons. Current (1991) estimates place the Stanton population at 30,491. Since the 1970s Stanton has experienced a slow steady rate of growth, adding about 560 new residents each year from 1970 to the present. Table B-1 outlines in the changes in population over the past twenty-one years.

The total population is expected to have increased by about 12,000 persons, or 1.6 times the 1970 population, during the twenty-one year interval between 1970-1991. The U.S. Census Record counted 5,000 Stanton residents aged 55 or older (roughly 21 percent of the population) during the 1980 Census. The 1990 Census collection methods include provisions to take a more accurate count of minorities, including the Hispanic population, who are thought to be undercounted in the 1980 Census, which may account for some of the apparent large average annual increase between 1989-1991. Once results from the 1990 Census counts become available this will provide the most accurate current population estimate for the City. These Census counts are scheduled for publication in 1992.

Table B-1 CITY OF STANTON, POPULATION GROWTH TRENDS 1970-1991						
Interval	Year	Population ¹	Length of Time Interval, in Years	Increase ²	Average Annual Increase ³	% Difference ⁴
1	1970	18,750	Base year			
2	1980	23,723	10	4,973	497	26.5
3	1983	25,388	3	1,665	555	7.0
4	1989	28,353	6	2,965	494	11.7
5	1991	30,491	2	2,138	1,069	7.9
TOTALS:			21	11,741	559	
1	Data source for 1970 and 1980 is the U.S. Census Record. For 1983 and 1989 the data source is the Department of Finance, State of California; data obtained from the City of Stanton Draft Housing Element, 1990. The 1991 estimates are from the City of Stanton Planning Division.					
2	Population added since previous interval.					
3	Increase divided by length of time interval.					
4	Increase is x% of population in previous interval.					

The area included as the Sphere of Influence is estimated to have about 2,131 persons at present, based on an application of the generation factors to be used for estimating population distribution described below.

Projected Population

An estimated distribution of the current population by dwelling unit type is provided in Table B-2, below. Citywide there are an average of 2.9 persons per dwelling unit, but it is assumed that there is a range of persons per unit depending on dwelling type. An estimated 1.1 persons per unit are assumed in the retirement units, based on the ratio of parking spaces to senior apartment units planned for the new senior apartments in the Civic Center Area. It is assumed that the size constraints in mobile home units keeps these households smaller than average, or an estimated 2.0 persons per unit. Both medium and high density dwelling units are expected to have the Citywide average number of persons per unit, or 2.9. The single-family dwelling units are expected to have the largest average household size, estimated at 3.7 persons per unit. It is assumed that larger households, with children or with extended families, would choose single-family dwellings more frequently than apartments, whenever household income is adequate. It is also, that "doubling-up" of families (often relatives or extended family) is more likely to occur in owner-occupied single-family homes, rather than in rental units where landlord scrutiny may restrict the number of persons occupying the unit.

The application of these generation factors (assumptions about the distribution of the total Stanton population, as persons per unit by dwelling unit type) to the Preferred Projections for Dwelling Units proposed in the Preferred Alternative would result in an estimated population of 34,051 resident for the area currently within the City limits. The same methods are applied to project population increase for the Sphere of Influence, which is estimated to have the potential to be increased to 2,628. This implies that the development of all residential units under the Preferred Alternative, if the Sphere of Influence were incorporated into the City, would yield a total population of about 36,679 residents at buildout.

These projections are to be considered estimates for planning purposes only. It is entirely possible that the projected dwelling units would not be developed; that the ethnic group or age distribution of the population may alter over time which could alter the population growth pattern in the City due to the affect of group and age characteristics which impact the rate of natural increase; or that the population distribution assumptions by category of dwelling units are invalid. At the time of the next Housing Element update, the detailed Census block level data from the 1990 Census Record should be examined to determine whether the estimates for the existing Sphere of Influence population are accurate. At that time the Census Record information should also be examined to determine whether the assumptions regarding population distribution per dwelling unit type are accurate and whether significant changes in the age-sex-ethnic group structure characteristics have occurred between the 1980 and 1990 Census Record, which would have the potential to alter the natural increase patterns.

TABLE B-2 POPULATION DISTRIBUTION AND PROJECTIONS BY PROPOSED RESIDENTIAL LAND USE CATEGORY (City of Stanton and Sphere of Influence)							
Residential Land Use Categories in Preferred Plan¹	Existing Dwelling Units²	Added Dwelling Units³	Preferred Projection, Dwelling Units⁴	Generation Factor, Population Distribution⁵	Estimated Existing Population Distribution	Preferred Projection, Population Distribution	Added Population
CITY OF STANTON							
LOW DENSITY Residential Uses:	2,650	309	2,959	3.7 persons per unit	9,805	10,948	1,143
Mobile Homes (reclassified as MEDIUM DENSITY Residential Uses):	1,391	0	1,391	2.0 persons per unit	2,782	2,782	0
Retirement (includes both MEDIUM and HIGH DENSITY Residential Uses):	259	335	594	1.1 persons per unit	285	653	368
OTHER MEDIUM AND HIGH DENSITY Residential Uses (other than Mobile Home and Retirement):	6,079	703	6,782	2.9 persons per unit	17,629	19,668	2,039
Subtotal, City of Stanton:	10,379	1,347	11,726		30,491⁶	34,051	3,560
SPHERE OF INFLUENCE⁷							
Sphere of Influence LOW DENSITY	576	56	632	3.7 persons per unit	2,131	2,338	207
Sphere of Influence MEDIUM DENSITY (Kernmore Island only)	20	100	120	2.9 persons per unit	58	348	290
Subtotal, Sphere of Influence:	576	156	752		2,189	2,686	497
TOTAL, CITY OF STANTON PLUS SPHERE OF INFLUENCE:	10,955	1,503	12,478		32,680	36,737	4,057

1 Per proposed General Plan update.

2 See Table A-2.

3 These are number of units added for environmental impacts. Note that all non-conforming units are expected to eventually be removed. See Tables A-5 through A-7 for details on projection method used to calculate number of units added.

4 See Table A-2.

5 See text for explanation of assumptions regarding persons per dwelling units.

6 U.S. Census Record, 1990.

7 See Table A-5 for assumptions regarding existing dwelling units in Sphere of Influence (not counted in 1990 Housing Element).

LAND USE ACREAGE

According to the GIS calculations, the distribution of land uses by acreage in the City of Stanton is provided in Table C-1 below:

TABLE C-1

	<u>Existing⁸</u>	<u>Proposed⁹</u>
Industrial	269	210
Commercial	196	232
Open Space	117	121
Public Institutional	59	70
Low Residential	408	379
Medium Residential ¹⁰	106	129
High Residential ¹¹	<u>329</u>	<u>343</u>
Sub Total	1,484	1,484
Major Streets		164
R.R. ROW		<u>21</u>
Sub Total		185
Residential Streets		<u>291</u>
Total Stanton Acreage		1,960

⁸ These acreage figures are based on acres of land with proposed changes as measured using GIS, and may differ slightly from the land use acreage figures in past General Plan. These figures include all land annexed into the City as of 1990. Kermore Island, which is not annexed to date, is not included. The GIS measurements extract major streets from residential areas. Residential streets are calculated by measurement of the entire City by its outside boundaries, less the measured Kermore Island land.

⁹ Revised 04/22/91 due to revisions to GIS land use map.

¹⁰ Note that 98.63 acres of mobile home park acreage has been added to this figure; although the City formerly classified mobile home parks as high density, the actual density of these uses is more a medium density. Since the Preferred Alternative does not propose to change land uses in mobile home parks, the existing medium density and high density residential acres have been adjusted to more accurately reflect the proposed land use changes.

¹¹ Ibid., regarding mobile home parks. This acreage does not include high density residential uses in the Civic Center Area (6.4 acres) which are classified as Public Institutional land uses.

**TABLE C-1
CITY OF STANTON
CONSOLIDATED GENERAL PLAN AND EIR
CHANGE IN LAND USES WITH THE PREFERRED ALTERNATIVE AT BUILDOUT**

<i>Land Use Designation</i>	<i>Estimated Existing Acres¹</i>	<i>Percent of Total, This Existing Land Use</i>	<i>Estimated Proposed Acres, with Preferred Alternative²</i>	<i>Percent of Total, This Proposed Land Use</i>	<i>Change in Acreage, Existing vs. Proposed</i>	<i>Percent Difference, Existing vs. Proposed</i>
Industrial	269	13.7	210	10.7	-59	21.9
Commercial	196	10.0	232	11.8	+36	18.4
Open Space/Recreational (Includes 31 acres of Orange County Flood Control District)	117	6.0	121	6.2	+4	3.4
Public/Institutional ³	59	3.0	70	3.6	+11	18.6
Low Density Residential	408	20.8	379	19.3	-29	7.0
Medium Density Residential ⁴	106	5.4	129	6.6	+23	21.7
High Density Residential ⁵	329	16.8	343	17.5	+14	4.3
SUBTOTAL, LAND USE ACREAGE:	1,484	75.7	1,484	75.7	0	0.0
Right-of-Way, Major (Arterial) Streets	164	8.4	164	8.4	0	0.0
Right-of-Way, SPRR	21	1.1	21	1.1	0	0.0
SUBTOTAL, RIGHT-OF-WAY ACREAGE:	185	9.5	185	9.5	0	0.0
Residential Streets ⁶	291	14.8	291	14.8	0	0.0
TOTAL ACREAGE, CITY OF STANTON:	1,960	100.0	1,960	100.0	0	0.0

¹ Calculated based on GIS figures for land use changes proposed with Preferred Alternative.

² GIS take-off figures revised on 04/22/01.

³ Includes 6.4 acres of residential use in the Civic Center Area.

⁴ Includes 98.6 acres of mobile home park both in existing and proposed. Existing MHP are classified by City as high density, although the actual density of these uses is within the guidelines of Medium Density as defined in the Preferred Alternative.

⁵ Omits 98.6 acres of mobile home park (see footnote #4) and 6.4 acres of high density residential uses in the Civic Center Area, which are classified as Public/Institutional.

TABLES

TABLES REGARDING DWELLING UNIT DATA ASSUMPTIONS

TABLE A-4 ASSUMPTIONS ABOUT EXISTING DWELLING UNITS--IN AREAS WITH POTENTIAL FOR INCREASED RESIDENTIAL DEVELOPMENT¹									
Survey ID Sub-area ²	Total DUs - Low Density	Method for Calculating DUs - Low Density	Subtotal: Mobile Home DUs - Medium Density	Subtotal: Non- Mobile Home DUs -Medium Density	Total DUs: M e d i u m Density	Method for Calculating DUs in Medium Density	Total DUs: High Density	Method for Calculating DUs in High Density	Total DUs, estimated for this Survey Area, March 1991
"6-7"	0	--	88	0	88	roof count	267	221 survey & 40 new apts. & 6 new condos (HD)	355
9	0	--	0	9	9	5 survey & one new 4-plex	0	--	9
13	0	--	0	54	54	50 parcel count & two new duplexes	202	survey - non- MHP counts (252-50)	256
16	0	--	0	151	151	survey	0	--	151
17	0	--	0	0	0	--	0	--	0
18	0	--	0	0	0	--	0	--	0
19	1	new SFH	0	59	59	survey	0	--	60
27	41	parcel count	0	0	0	--	215	survey	256
28	81	roof count from aerial photo	0	0	0	--	0	--	81
56	0	--	176	0	176	roof counts	0	--	176

TABLE A-4 ASSUMPTIONS ABOUT EXISTING DWELLING UNITS--IN AREAS WITH POTENTIAL FOR INCREASED RESIDENTIAL DEVELOPMENT¹									
Survey ID Sub-area²	Total DUs - Low Density	Method for Calculating DUs - Low Density	Subtotal: Mobile Home DUs - Medium Density	Subtotal: Non- Mobile Home DUs -Medium Density	Total DUs: M e d i u m Density	Method for Calculating DUs in Medium Density	Total DUs: High Density	Method for Calculating DUs in High Density	Total DUs, estimated for this Survey Area, March 1991
Sphere of Influence 1	446	roof counts from aerial photo	0	0	0	--	0	--	446
Sphere of Influence 2	95	roof counts from aerial photo	0	0	0	--	0	--	95
Sphere of Influence 3 (Kermore Is.)	20	roof counts from aerial photo	0	0	0	--	0		20
Sphere of Influence 4	15	roof counts from aerial photo	0	0	0	--	0	--	15

1 References:

a) "Survey" refers to City of Stanton, Land Use Inventory Survey Summary, February 1989.

b) "New" units obtained from Mark D. Lloyd, Planning Manager, March 5, 1991. List includes housing units approved since October 1988 (end of the third quarter, when survey data collected)

c) "Parcel counts" are hand counts of parcels included in the polygon on the GIS map. GIS Map based on a drawing of the City digitized into AutoCAD from a base map provided by the City of Stanton ("Existing Storm Drain System")

d) "Aerial Photo" refers to the aerial photograph (scale approx. 1" = 400') by Robert Bein, William Frost, and Associates, with a flight date of 03/08/89. It is assumed that the date of this photo is sufficiently close to the date survey data was collected that no new dwelling units were built that cannot be accounted for on the list described in b).

2 Survey ID Subarea refers to the area listed in Figure . The Survey ID is a coding system for subareas within the residential survey areas described in the City's Land Use Inventory Summary. A tissue overlay was drawn of each Land Use Inventory Area to determine which multi-family residential dwelling unit count from the Survey applies to each of these subareas.

TABLES FOR METHODOLOGY

TABLE A-5 CITY OF STANTON POTENTIAL FOR RESIDENTIAL DEVELOPMENT METHODS FOR PROJECTING DWELLING UNITS (SINGLE FAMILY DWELLINGS)	
Method for Projecting Single Family Residential Potential	
All Areas of the City, except Home Industry subareas¹	Add 10% to existing single-family residential uses to accommodate development of "granny" units
Home Industry Subarea by Survey ID²	
16-B	Include 1 DU per parcel for Home Industry dwelling. 30 parcels counted.
17-18	Include 1 DU per parcel for Home Industry dwelling. 98 parcels counted.
Sphere of Influence, S1, S2, and S4³	Assume acreage ³ x maximum per zoning = existing; add 10% to all SFR for development as "granny" units.

- 1 Survey ID is a coding system for sub-areas within residential survey areas included in the City's Land Use Inventory Survey Summary. The Survey ID code corresponds to the assigned survey area which it is a part of (for example: Survey ID 6-7 is a subarea shown on Figure _ which includes land with potential for residential redevelopment within Areas 6 & 7 of the Land Use Inventory.)
- 2 Sphere of Influence land was not included in the Stanton Land Use Inventory. S1, S2, S3, and S4 are Sphere of Influence areas with potential for residential redevelopment, but S3 (Kernmore Island) has potential for development of Medium Density units rather than single-family units.
- 3 From Area Take-offs for areas marked on "Overlay 2", GIS Map.

TABLE A-6 CITY OF STANTON POTENTIAL FOR RESIDENTIAL DEVELOPMENT METHODS FOR PROJECTING DWELLING UNITS¹ (MEDIUM DENSITY)	
City of Stanton	
Survey ID Subarea²	Method for Projecting Medium Density DUs (assumes no additional MHP)
9	Add maximum allowed by acreage and zoning, less estimated 1 DU per parcel
13A	Add 1 DU per parcel for all but 6 parcels
16A	Add 1 DU per parcel (35 parcels)
19	Add 1 DU per parcel (64 parcels)
28	11 DU/AC
56	11 DU/AC
Sphere of Influence³	
Sphere	Method for Projecting Medium Density DUs (assumes no additional MHP)
S3 (Kermore Island)	Estimate net acreage (12.58 acres - est 76,800 ft. street) x maximum per zoning

- 1 For Areas with Potential for Medium Density Development only. References:
 - a) "Maximum zoning" per the Preferred Alternative, this General Plan update.
 - b) "Parcel" counts are hand counts included in the polygon on the GIS map. GIS Map based on a drawing of the City digitized into AutoCAD from a base map provided by the City of Stanton ("Existing Storm Drain System")
 - c) All acreage is GIS Area Take-offs for areas marked on "Overlay 2"
- 2 Survey ID is a coding system for sub-areas within residential survey areas included in the City's Land Use Inventory Survey Summary. The Survey ID code corresponds to the assigned survey area which it is a part of (for example: Survey ID 6-7 is a subarea shown on Figure _ which includes land with potential for residential redevelopment within Areas 6 & 7 of the Land Use Inventory.)
- 3 S1, S2, S3, and S4 are Sphere of Influence areas with potential for residential redevelopment. Only S3 (Kermore Island) has potential for development as Medium Density, and is pre-zoned for that use. Sphere of Influence land was not included in the Stanton Land Use Inventory.

TABLE A-7 CITY OF STANTON ACREAGE WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT METHODS FOR PROJECTING DWELLING UNITS¹ (HIGH DENSITIES)	
Method for Projecting High Density Residential Potential	
Survey ID Subarea ²	Method for Projecting High Density DUs
6-7	Number of parcels x maximum zoning allowance
13B	24 DU/AC
27A	24 DU/AC
27B	24 DU/AC
Civic Center Area	Development Plans documented in EIR for Civic Center Area Plan, City of Stanton

- 1 For Areas with Potential for High Density Development only. References:
- "Maximum zoning allowance" per the Preferred Alternative, this General Plan update.
 - "Parcel" counts are hand counts included in the polygon on the GIS map. GIS Map based on a drawing of the City digitized into AutoCAD from a base map provided by the City of Stanton ("Existing Storm Drain System")
 - All acreage is GIS Area Take-offs for areas marked on "Overlay 2"
- 2 Survey ID is a coding system for sub-areas within residential survey areas included in the City's Land Use Inventory Survey Summary. The Survey ID code corresponds to the assigned survey area which it is a part of (for example: Survey ID 6-7 is a subarea shown on Figure _ which includes land with potential for residential redevelopment within Areas 6 & 7 of the Land Use Inventory.)

DETAILED DWELLING UNIT PROJECTION TABLES

TABLE A-8 CITY OF STANTON SUBAREAS WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT EXISTING AND PROJECTED DWELLING UNITS¹ (MEDIUM AND HIGH DENSITIES)					
Survey ID Subarea²	Acres³	Existing Medium Density DUs⁴	Added Medium Density DUs⁶	Existing High Density DUs⁵	Added High Density DUs⁷
"6-7"	18.72	88	0	267	182
"9"	12.94	9	133	0	0
"13A"	10.37	54	44	0	0
"13B"	0.78	0	0	202	19
"16A"	6.11	151	35	0	0
"19"	10.40	59	64	0	0
"27A & 27B"	4.06	0	0	215	75
"28"	1.88	0	21	0	0
"56"	4.55	0	50	0	0
Civic Center Area⁸					
Civic Center Area, Retirement (Sr. Apts.)	3.10	0	0	0	335
Civic Center Area, High Density (Condos)	3.30	0	0	0	80
Subtotal, Multi-family Development Potential in City	76.21	363	347	684	691

TABLE A-8 CITY OF STANTON SUBAREAS WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT EXISTING AND PROJECTED DWELLING UNITS¹ (MEDIUM AND HIGH DENSITIES)					
Survey ID Subarea²	Acres³	Existing Medium Density DUs⁴	Added Medium Density DUs⁵	Existing High Density DUs⁶	Added High Density DUs⁷
Sphere of Influence					
S3 (Kernmore Island)	12.58	0	0	0	80
TOTAL, CITY PLUS SPHERE OF INFLUENCE:		363	347	684	691

1 For Areas with Potential for Residential Development only.

2 Survey ID is a coding system for sub-areas within residential survey areas included in the City's Land Use Inventory Survey Summary. The Survey ID code corresponds to the assigned survey area which it is a part of (for example: Survey ID 6-7 is a subarea shown on Figure _ which includes land with potential for residential redevelopment within Areas 6 & 7 of the Land Use Inventory.)

3 All acreage is GIS Area Take-offs for areas marked on "Overlay 2"

4 See Table A-4 for existing Medium Density assumptions.

5 See Table A-6 for method used to project Medium Density added units.

6 See Table A-4 for existing High Density assumptions.

7 See Table A-7 for method used to project High Density added units.

8 See EIR, Civic Center Area Plan, City of Stanton for details.

TABLE A-9 CITY OF STANTON SUBAREAS WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT EXISTING AND PROJECTED DWELLING UNITS¹ (LOW DENSITIES)		
Single Family (Low Density) Uses		
Survey ID Sub-area²	Existing Single-Family DUs³	Projected Single-Family DUs⁴
Home Industry Opportunity Area		
16B	76	30
17-18		98
Subtotal, Home Industry Area (Single Family DUs):		128
Outside Home Industry Opportunity Area		
Single Family DUs in City (conforming)	2,574⁵	257
Single Family DUs in City (non- conforming)	76⁶	-76
Subtotal, Single Family Development Potential Outside Home Industry Opportunity Area:		181
TOTAL SINGLE FAMILY DEVELOPMENT POTENTIAL IN CITY:	2,650	309

1 For Areas with Potential for Single Family Residential Development only.

2 Survey ID is a coding system for sub-areas within residential survey areas included in the City's Land Use Inventory Survey Summary. The Survey ID code corresponds to the assigned survey area which it is a part of (for example: Survey ID 6-7 is a subarea shown on Figure _ which includes land with potential for residential redevelopment within Areas 6 & 7 of the Land Use Inventory.)

3 City of Stanton, 1990 Housing Element

4 See Table A-5 for method used to project Single Family added units.

5 City of Stanton, 1990 Housing Element. Some conforming units may actually be located in Home Industry Opportunity Area; counts for single family housing not identified by survey area in Inventory.

6 City of Stanton, 1990 Housing Element. Some non-conforming units may actually be located in Home Industry Opportunity Area; counts for single family housing not identified by survey area in Inventory.

**TABLE A-9
CITY OF STANTON
SUBAREAS WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT
EXISTING AND PROJECTED DWELLING UNITS
WITH IMPACTS IDENTIFIED
(LOW AND MEDIUM DENSITIES)¹**

Sphere of Influence					
Sphere of Influence Subarea ²	Acres ³	Existing Single Family (Low Density) DUs ⁴	Added Single Family (Low Density) DUs ⁴	Existing Medium Density DUs ⁶	Added Medium Density DUs ⁷
S1	101.36	446	45	0	0
S2	28.57	95	9	0	0
S3 (Kermore Is.)	12.58	20	0	0	100
S4	2.80	15	2	0	0
Subtotal In Sphere of Influence:	145.31	576	56	0	100

- 1 For Areas with Potential for Residential Development only. No potential for High Density development in Sphere of Influence.
- 2 Survey ID is a coding system for sub-areas within residential survey areas included in the City's Land Use Inventory Survey Summary. The Survey ID code corresponds to the assigned survey area which it is a part of (for example: Survey ID 6-7 is a subarea shown on Figure _ which includes land with potential for residential redevelopment within Areas 6 & 7 of the Land Use Inventory.)
- 3 All acreage is GIS Area Take-offs for areas marked on "Overlay 2"
- 4 See Table A-4 for existing Single Family DU assumptions.
- 5 See Table A-5 for method used to project Single Family added units.
- 6 See Table A-4 for existing Medium Density assumptions.
- 7 See Table A-6 for method used to project Medium Density added units.

APPENDIX F

AIR QUALITY ASSESSMENT GENERAL PLAN TECHNICAL STUDY

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June 17, 1991

TABLE OF CONTENTS

Section	Page
1	AIR QUALITY INTRODUCTION 1
1.1	Regional Air Quality Planning Efforts 2
2	AIR QUALITY ISSUES 4
2.1	Local Emission Reductions 4
2.2	Congestion Management 5
2.3	Growth Management 5
2.4	Jobs/Housing Balance 6
3	AMBIENT AIR QUALITY 8
3.1	Air Pollution Constituents 8
3.2	Regional Air Quality 10
3.3	Regional Climatology 11
3.4	Local Air Quality 14
4	EFFECTS OF THE GENERAL PLAN 24
4.1	Short-Term Construction-Related Impacts 24
4.2	Long-Term Regional Impacts 25
4.3	Long-Term Local Impacts 26
4.4	Jobs/Housing Balance 30
5	IMPLEMENTATION PROGRAM 33
5.1	Short-Term Mitigation Strategies 33
5.2	Long-Term Mitigation Strategies 34
6	TECHNICAL APPENDIX 36
APPENDIX A - EPISODE CRITERIA	
APPENDIX B - PERMITTED EMISSION SOURCES IN STANTON	
APPENDIX C - EMISSION INVENTORY/URBEMIS OUTPUT	
APPENDIX D - MICROSCALE ANALYSIS ASSUMPTIONS	

LIST OF FIGURES

Figure No.	Title	Page
1	PREDOMINANT SURFACE WIND FLOW PATTERNS	13
2	SCAQMD AIR QUALITY MONITORING LOCATIONS	15
3	OZONE-1987 DAYS FEDERAL STANDARD EXCEEDED	18
4	ANNUAL MAXIMUM 1-HOUR OZONE CONCENTRATIONS IN ORANGE COUNTY	19
5	ANNUAL MAXIMUM 8-HOUR CARBON MONOXIDE CONCENTRATIONS IN ORANGE COUNTY	21
6	YEAR 1987 ANNUAL AVERAGE PM ₁₀ CONCENTRATION	22
7	AIR POLLUTANT ANALYSIS LOCATIONS	27

LIST OF TABLES

Table No.	Title	Page
1	AMBIENT AIR QUALITY STANDARDS	9
2	AMBIENT AIR QUALITY ANAHEIM AIR MONITORING STATION	17
3	DIRECT SOURCE EMISSIONS IN THE CITY OF STANTON	20
4	RESULTANT PROJECT-RELATED EMISSION INVENTORY	25
5	REGIONAL EMISSION INVENTORY COMPARISON	26
6	CARBON MONOXIDE CONCENTRATIONS AT 100 FEET FROM INTERSECTIONS	29
7	CARBON MONOXIDE CONCENTRATIONS AT NEAREST SENSITIVE RECEPTOR	31
8	JOBS/HOUSING BALANCE ANALYSIS FOR CITY OF STANTON	32

1 AIR QUALITY INTRODUCTION

The Air Quality Element is intended to provide for the achievement and maintenance of air quality standards by establishing goals, strategies and action programs towards this end. The preparation of an Air Quality Element is not required under Government Code 65302 which specifies the required components of a General Plan. The absence of this requirement does not preclude its preparation, and in fact, Government Code Section 65303 authorizes cities and counties to adopt additional elements as deemed necessary. In addition, the State General Plan Guidelines includes air quality as a suggested topic in both the circulation and safety elements.

The Air Quality Management Plan (AQMP) for the South Coast Air Quality Management District calls for local governments to determine within the context of an Air Quality Element those policies and programs most appropriate for locally implemented emission control measures. Various control measures are listed in the AQMP that are appropriate for implementation by local jurisdictions. This allows for some margin to implement those measures which would result in the greatest emission reductions at the least economic cost.

Through the project review process, local government can impact both direct and indirect emission sources. Direct sources are regulated by the South Coast Air Quality Management District and California Air Resources Board, while indirect sources are entirely within the purview of local government authority. Indirect sources refer to any facility, building or structure that may attract mobile sources of pollution. These sources are largely responsible for the substandard air quality in the South Coast Air Basin (SoCAB).

In order to reduce mobile source emissions, measures to reduce air quality impacts can be directed at vehicle destinations such as employment centers. Conflicts arising from emission sources in relation to sensitive receptors can also be addressed during the review of development projects. Because of the mobile nature of the Southern California life style, the most effective strategies for reducing pollution involve making fewer automobile trips and when such trips are necessary, making them shorter. Alternative modes of transportation are essential to this strategy. Increasing motor vehicle ridership, public transit usage, walking and bicycling provide alternatives to single-occupancy vehicles.

Since air pollutants do not recognize political boundaries, the policies of one community may adversely impact other communities. This may be particularly true with respect to pollutants emitted by motor vehicles, underscoring the need for subregional and regional consideration of air quality strategies.

1 AIR QUALITY INTRODUCTION

1.1 Regional Air Quality Planning Efforts

The 1976 Lewis Air Quality Act established the South Coast Air Quality Management District (SCAQMD) and other districts throughout the State. The Federal Clean Air Act Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in non-attainment areas of the state. This requirement led to the local air quality planning processes in areas like the SoCAB. The first Air Quality Management Plan (AQMP) for the SoCAB was prepared in 1979. This plan is currently the only federally approved AQMP for the region.

The AQMP was revised in 1982 and then again in 1988. The 1988 revision was approved by the District Board in March of 1989 and renamed the Final 1989 Air Quality Management Plan. The AQMP was adopted by the California Air Resources Board in August of 1989 and then sent to the federal Environmental Protection Agency for approval. A draft revision addressing compliance with state standards that is proposed for adoption in July of 1991, was released in December 1990. Recent legislation (AB 2595) requires a revision of the AQMP by the end of 1991.

The California Air Resources Board (CARB) oversees the activities of local air quality management agencies and is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for approval by EPA. CARB maintains air quality monitoring stations throughout the state in conjunction with local Air Quality Management Districts. Data collected at these stations are used by the CARB to classify air basins as "attainment" or "non-attainment" with respect to each pollutant and to monitor progress in attaining air quality standards. The purpose of the Final 1989 AQMP is to provide a comprehensive strategy to attain compliance with the state and federal ambient air quality standards by the year 2007. The AQMP consists of three tiers of air pollution control measures to be implemented over the intervening eighteen year period. The 1989 AQMP identifies needed control methods to reduce anticipated emissions and contingency measures that will be considered in the event that the control method strategy fails to meet the expected emission reductions by the year 2007.

Each control measure contained in the AQMP must be formally adopted through the SCAQMD Rules and Regulations process or contained in jurisdictional ordinances influencing the project area. Control measures which have not yet been adopted should be considered as plan recommendations wherever feasible.

1 AIR QUALITY INTRODUCTION

The State Health and Safety Code Section 40463 requires that the AQMP be reviewed every two years and updated as necessary. The AQMP, the responsibility of the SCAQMD and SCAG, is the primary document to ensure that state and federal ambient air quality standards are achieved and maintained. Additionally, the California Clean Air Act of 1988 requires an annual five percent reduction of emissions

2.1 Local Emission Reductions

Control measures are to be adopted by local governments, starting the first year with those measures involving the local government as an employer and contractor. The requirement was for local governments to adopt an air quality element or its equivalent in their General Plans by January 1, 1991 (proposed to be changed to January 1, 1993). During the second and third year local governments are to revise local zoning and business license and trip reduction policies and, as necessary, intergovernmental agreements are to be entered into. SCAG will review local governments' collective performance annually and at the end of four years.

Local governments are encouraged to require mitigation from developers of projects that worsen the jobs/housing balance within the subregion. Two subregions exist in Orange County: the northwest and southeast subregions. Jobs/housing balance as a policy input into the Air Quality Management Plan (via the Growth Management Plan) is a contested issue. The complexities of defining, improving and monitoring jobs/housing balance will probably result in the omission of the subregional performance targets in the 1991 AQMP. However, its *de facto* implementation is occurring through the conformity review process. Through conformity review, SCAG and the SCAQMD assess regionally significant projects to determine consistency with the jobs and housing targets developed in the growth management plan.

Stanton's non-compliance with the requirements of the AQMP could result in the District or EPA preempting local control and implementing measures or other control programs. Additionally, non-compliance could reduce the ability of the region to meet its air quality goals. It is in the best interest of Stanton and the rest of the region, to strive for better air quality. Conversely, instituting control measures may result in attendant social and/or economic impacts with increased administrative demands.

Participating in regional and subregional forums to address air quality and interrelated regional plans is an excellent opportunity for Stanton to influence the ultimate direction taken by the District and the County of Orange. Alternatively, full participation in a coordinated process to forge an individual path may prove to be more expensive to the City in the long run and would entail considerable staff time.

2.2 Congestion Management

As a condition to receive state subvention funds, a Congestion Management Program (CMP) will be required in every county in California with an urbanized population of 50,000 citizens or more. The CMP is a legislative requirement for local governments to measure and mitigate the impacts of land use decisions on the regional and arterial transportation system. New revenues would be available to eligible counties from the passage of Proposition 111 which should raise \$18.5 billion over the next ten years through a phased increase in the state diesel and gasoline tax.

With an urbanized population in excess of 2.3 million, a congestion management plan is required for Orange County. The CMP would be prepared by a public agency designated by the county board of supervisors and more than half of cities representing a majority of the incorporated population in the county. The CMP would be prepared in cooperation with regional transportation planning agencies, Caltrans, air pollution districts and other local governments. The agency responsible for developing the CMP would monitor implementation of the CMP by cities and counties and could recommend that the new gas tax subventions for local entities be withheld if cities are not in compliance.

In preparation for this program, a local technical advisory committee of government, builder and interest group representatives was established early in 1990 to develop a consensus strategy, work program and implementation plan for Orange County's congestion management program. A policy task force for the CMP work efforts has been established, comprised of the County Board of Supervisors and ten city council members. Two city council members were selected from each supervisorial district to insure appropriate representation throughout the County. The policy task force is responsible for providing direction on policy and intergovernmental issues/decisions associated with the CMP work efforts. A partial CMP package is mandated by June of 1991, for submittal to the Southern California Association of Governments to verify consistency with regional plans. The final CMP is required by June of 1992.

2.3 Growth Management

Southern California's greatest challenge is to properly plan for the anticipated growth in population, housing and employment. Traffic congestion, overcrowding and environmental concerns are natural results of growth but are under limited control within local jurisdictions. With passage of the Revised Traffic Improvement and Growth Management Ordinance (Measure M), local jurisdictions are now required to take specific action to receive street maintenance and

improvement funds. Measure M provides that each jurisdiction adopt a Growth Management section in its General Plan and that Growth Management Areas (GMAs) be established.

The Growth Management Program requires that each government agency provides for proper transportation and development planning, improves cooperative efforts with neighboring cities and the County of Orange, and that new developments pay their fair share towards dealing with project-related traffic generation. This approach will provide for new transportation funds focused on existing problems while growth management strategies help to avoid future circulation problems.

2.4 Jobs/Housing Balance

In February 1989, the Southern California Association of Governments adopted a regional Growth Management Plan (GMP) designed to develop balanced communities in order to reduce congestion and air quality impacts of projected levels of growth. The objective of the Regional Growth Management Plan is to provide policies to control growth in population, housing and jobs in Southern California. It was determined that if the SCAG region's jobs and population growth trends were to go unchecked, there would be significant environmental impacts on the region as a whole, largely due to projected increases in air pollution from increasingly long commutes between the workplace and the home, for a significant portion of the population.

Regionally significant development projects, with the potential to cause significant environmental impacts, are required to be consistent with the forecasts included in the Growth Management Plan and Regional Mobility Plan (approved in February 1989) and the Air Quality Management Plan (revised on November 1, 1989). Projects thought to be regionally significant are recommended to be submitted to SCAG for comments on conformity status through the Inter-Governmental Review Process, until such time as local governments have either adopted Air Quality Elements and/or revised their Land Use, Circulation or other elements to be consistent with the SIP.

Inconsistencies between a proposed project and the Growth Management Plan (GMP) require mitigation. Failure to respond to SCAG's comments could constitute a violation of the California Environmental Quality Act [CEQA Guidelines, Sections 15002 (a) (3), 15021 (a) (2) and 15091 (a)], or Federal Clean Air Act [Section 110 (a) (2) (B)].

The analysis of jobs/housing balance provided in the Air Quality Background Study is based on the Hoffman Associates Economic Development Strategy which considers jobs/housing balance within the context of the City's role in Orange County (not just the Northwest Orange subregion), and in comparison to surrounding cities, such as Anaheim and Garden Grove. It is most appropriate that the City develop its policies and goals and means of implementing those policies within the context of the General Plan, in a manner which would be consistent with the SIP.

The City of Stanton lies within the Northwest Orange subregion. The baseline jobs/housing ratio for this subregion was 1.34. That ratio is higher than the 1984 regional average jobs/housing ratio of 1.27. According to the Regional Growth Management Plan, (Resolution #89-272-2, February 1987) the projected trend for the year 2010 jobs/housing ratio for Northwest Orange subregion is 1.44. That figure is also greater than the projected regional average of 1.22. The fact that the subregion has a greater jobs/housing ratio than the region identifies the Northwest Orange as a jobs-rich sub-region.¹

Current SCAG policy is that each subregion shall strive to achieve a balanced jobs/housing ratio of 1.27 percent, or the regional average, by the year 2010. To do that, development within this subregion needs to add more housing opportunities than jobs opportunities. However, preliminary work on the EDS has shown that Stanton has not been able to capture its share of regional employment opportunities. The City of Stanton has suffered over the years economically, from a declining revenue base and increasing public service costs. The City has the potential to capture a greater share of its retail and economic potential and share in the strong economic growth occurring in Orange County. Although the Northwest Orange subregion has a jobs/housing ratio of 1.34 at baseline 1984, the city of Stanton had a 1984 jobs/housing ratio of only 0.75. The City of Stanton's jobs/housing ratio is not in balance in relation to the County of Orange or the surrounding cities, and development of jobs/housing balance goals, policies, and objectives in the updated General Plan is expected to address this unique situation.

¹ Regional Growth Management Plan, SCAG, February 1989.

3.1 Air Pollution Constituents

Both the State of California and the Federal Government have established health based standards for six air pollutants. As shown in Table 1, these pollutants include carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, lead and fine particulate matter (PM₁₀). In addition, the state has set standards for ethylene, hydrogen sulfide, sulfate, visibility and vinyl chloride. These standards are designed to protect the health and welfare of the populous with a reasonable margin of safety.

In addition to primary and secondary air pollution standards, the State of California has established a set of episode criteria for carbon monoxide, NO₂, SO₂ and particulate matter (see the Appendix). These criteria refer to episode levels representing periods of short-term exposure to air pollutants which actually threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. Various contaminants and their health effects are discussed below.

Carbon monoxide (CO) is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. CO passes through the lungs into the blood stream where it interferes with the transfer of oxygen to body tissues.

Nitrogen oxides (NO_x) contributes to other pollution problems, including high concentration of fine particulate matter, poor visibility, and acid deposition. Nitrogen dioxide decreases lung function and may reduce resistance to infection. Nitrogen dioxide, a reddish-brown gas (NO₂), and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to as nitrogen oxides or NO_x. NO_x is a primary component of the photochemical smog reaction.

Sulfur dioxide (SO₂) is a colorless irritating gas formed primarily from the incomplete combustion of sulfur containing fuels. Industrial facilities also contribute to gaseous sulfur dioxide levels in the air basin. Natural gas is low in sulfur and low-sulfur fuels are now available on the market. Sulfur dioxide irritates the respiratory tract and can injure lung tissue when combined with fine particulate matter. Sulfates reduce visibility and therefore, the level of sunlight.

TABLE 1
AMBIENT AIR QUALITY STANDARDS

California			Federal		
Air Pollutant	Concentration	District Method	Primary (>)	Secondary (>)	Method ^a
Ozone	0.09 ppm, 1-hr. avg. >= ^c	U.V. photometry	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	Chemiluminescence
Carbon Monoxide	9.0 ppm, 8-hr. avg. > ^b 20 ppm, 1-hr. avg. >	Non-dispersive Infra-red Spectrophotometry	9 ppm, 8-hr. avg. ^e 35 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg. >	Non-dispersive Infra-red Spectrophotometry
Nitrogen Dioxide	0.25 ppm, 1-hr. avg. > ^d	Gas Phase Chemiluminescence	0.053 ppm, ann. avg. ^e	0.053 ppm, ann. avg. ^e	Gas Phase Chemiluminescence
Sulfur Dioxide	0.05 ppm, 24-hr. avg. >=with ozone>= 0.10 ppm, 1-hr. avg. or TSP >= 100 ug/m ³ 24-hr. avg. 0.25 ppm, 1-hr. avg. >	Ultraviolet Fluorescence	0.03 ppm, ann. avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.	Para-rosaniline
Suspended Particulate Matter (PM 10)	30 ug/m ³ , ann. geometric mean > 50 ug/m ³ , 24-hr. avg. > ^f **	Size Segregated Inlet High Volume Sampling	50 ug/m ³ , annual ^g arithmetic mean 150 ug/m ³ , 24-hr. avg.	50 ug/m ³ , annual ^g arithmetic mean 150 ug/m ³ , 24-hr. avg.	
Sulfates	25 ug/m ³ , 24-hr. avg. >=	High Vol. Sampling Methylthymol Blue			
Lead	1.5 ug/m ³ , 30-day avg. >=	Cadmium Hydroxide Stractan	1.5 ug/m ³ , calendar quarter	1.5 ug/m ³ , calendar quarter	High Vol. Sampling Atomic Absorption
Hydrogen Sulfide	0.03 ppm., 24-hr. avg. >=	Gas Chromatography			
Vinyl Chloride	0.010 ppm, 24-hr. avg. >=				
Visibility Reducing Particulates	In sufficient amount to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 obs.				
SOURCE: California Air Resources Board, April 1988					

^a Reference method as described by the federal government. An equivalent method of measurement may be used as approved by the federal government.

^b Effective December 15, 1982. The standards were previously 10 ppm, (12-hour average) and 40 ppm, (1-hour average).

^c Effective September 13, 1985, standard changed from > 10 ug/m³ (>=9.3 ppm) to > 9 ppm (>+9.5 ppm).

^d Effective March 9, 1987, standard changed from >= .25 ppm to > .25 ppm.

^e Effective July 1, 1985, standard changed from > 100 ug/m³ (>.0532 ppm) to > .053 ppm (> .0534 ppm).

^f Effective August 19, 1983. The standards were previously 60 ug/m³ TSP, (annual geometric mean), and 100 ug/m³ TSP, 4-hour average).

^g Effective July 1, 1987. The standards were previously: Primary - Annual geometric mean TSP > 75 ug/m³, and 24-hour average TSP > 260 ug/m³. Secondary - Annual geometric mean TSP > 60 ug/m³, and 24-hour average TSP > 150 ug/m³.

^{*} ppm = parts per million per volume

^{**} ug/m³ = micrograms per cubic meter

3 **AMBIENT AIR QUALITY**

Reactive Organic Gases (ROG) are formed from combustion of fuels and the evaporation of organic solvents. ROG is a prime component of the photochemical smog reaction. Consequently, ROG accumulates in the atmosphere more quickly during the winter when sunlight is limited and photochemical reactions are slower.

Ozone (smog) is formed by photochemical reactions between NO_x and reactive organic gases rather than being directly emitted. Ozone is a pungent, colorless gas that is typical of the southern California type smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly and young children. Ozone levels peak during the summer and early fall months.

Particulate matter (PM₁₀) refers to small suspended particulate matter with an aerodynamic diameter of 10 microns or less which is not readily filtered by the lungs. Nitrates and sulfates, as well as dust particulates, are major components of PM₁₀. These small particles can be directly emitted into the atmosphere as a by-product of fuel combustion, through abrasion, such as wear on tires or brake linings, or through fugitive dust (wind erosion of soil). They can also be formed in the atmosphere through chemical reactions. Particulates may carry carcinogens and other toxic compounds that adhere to the particle surfaces and can enter the human body through the lungs.

3.2 Regional Air Quality

Although significant air quality improvements have been achieved over the past twenty years, southern California still experiences severe air pollution. The City of Stanton is within the South Coast Air Basin (SoCAB), which includes Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. Air quality conditions in the SoCAB come under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Despite over twenty years of stringent air pollutant emission controls, the SoCAB does not attain the state and federal standards for four of the six criteria air pollutants.

Criteria pollutants are comprised of primary pollutants emitted directly from a source and secondary pollutants created in the air mass. Primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (TSP and PM₁₀), reactive organic gases (ROG) and lead. The basin is in compliance with the federal sulfur dioxide and lead standards, but the ambient carbon monoxide and particulate levels (PM₁₀) reach twice the standards.

3 **AMBIENT AIR QUALITY**

In addition, the SoCAB is the only area in the country that does not attain the federal nitrogen dioxide standard. These air contaminants exceed the more stringent state standards by an even higher margin.

The consistent growth in population and industrial sources in the basin, along with the topography and climatology of the region are highly conducive to the formation of secondary pollutants. Secondary pollutants include ozone (O₃), NO₂, PM₁₀ and sulfate. The maximum ozone concentrations currently monitored in the basin exceed three times the federal standard. Ozone results from the photochemical reaction between nitrogen dioxide and reactive organic gases. These ozone precursors are emitted by mobile sources, industrial/manufacturing facilities and residential/commercial sources. Of these sources, motor vehicles are the most significant generator of ozone precursors in the air basin.

3.3 Regional Climatology

The climate of the South Coast Air Basin is determined by its terrain and geographical location. The air basin is a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border and high mountains surround the rest of the basin. The region lies in the semipermanent high pressure zone of the eastern Pacific. The resulting climate is mild, tempered by cool ocean breezes. This mild climatological pattern is rarely interrupted, however, there do exist periods of extremely hot weather, winter storms, or Santa Ana wind conditions.

The annual average temperature varies little throughout the air basin, ranging from the low to the middle 60's measured in degrees Fahrenheit. With a more pronounced oceanic influence, the coastal areas show less variability in annual minimum and maximum temperatures than the inland areas. The climatological station nearest the City of Stanton is located in Anaheim.² However, this station has only been in operation for one year, and has data available for just five months. The closest station with normalized data is the Santa Ana Fire Station, with over 70 years of historical temperature and precipitation data. During 1989, this station monitored a monthly average temperature ranging from 56°F to 73°F, with an annual average temperature of 65°F. All areas in the air basin have recorded temperatures well above 100°F in recent years; 104°F was recorded at the Santa Ana Fire Station during 1989. January is typically the coldest month in the air basin, with minimums of 30°F in central Orange County.

² Source: California Climatological Data Annual Summary, 1989; National Oceanic and Atmospheric Administration.

3 *AMBIENT AIR QUALITY*

The majority of annual rainfall in the air basin occurs between the months of November and April. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the basin and along the coastal side of the mountains. Annual average rainfall at the Santa Ana Fire Station varies from three inches in January to less than one inch between May and September. Moreover, monthly and yearly rainfall totals are extremely variable. At the Santa Ana monitoring station, the annual average rainfall (determined from the past 82 years) is thirteen inches compared with the actual rainfall of four inches during all of 1989.

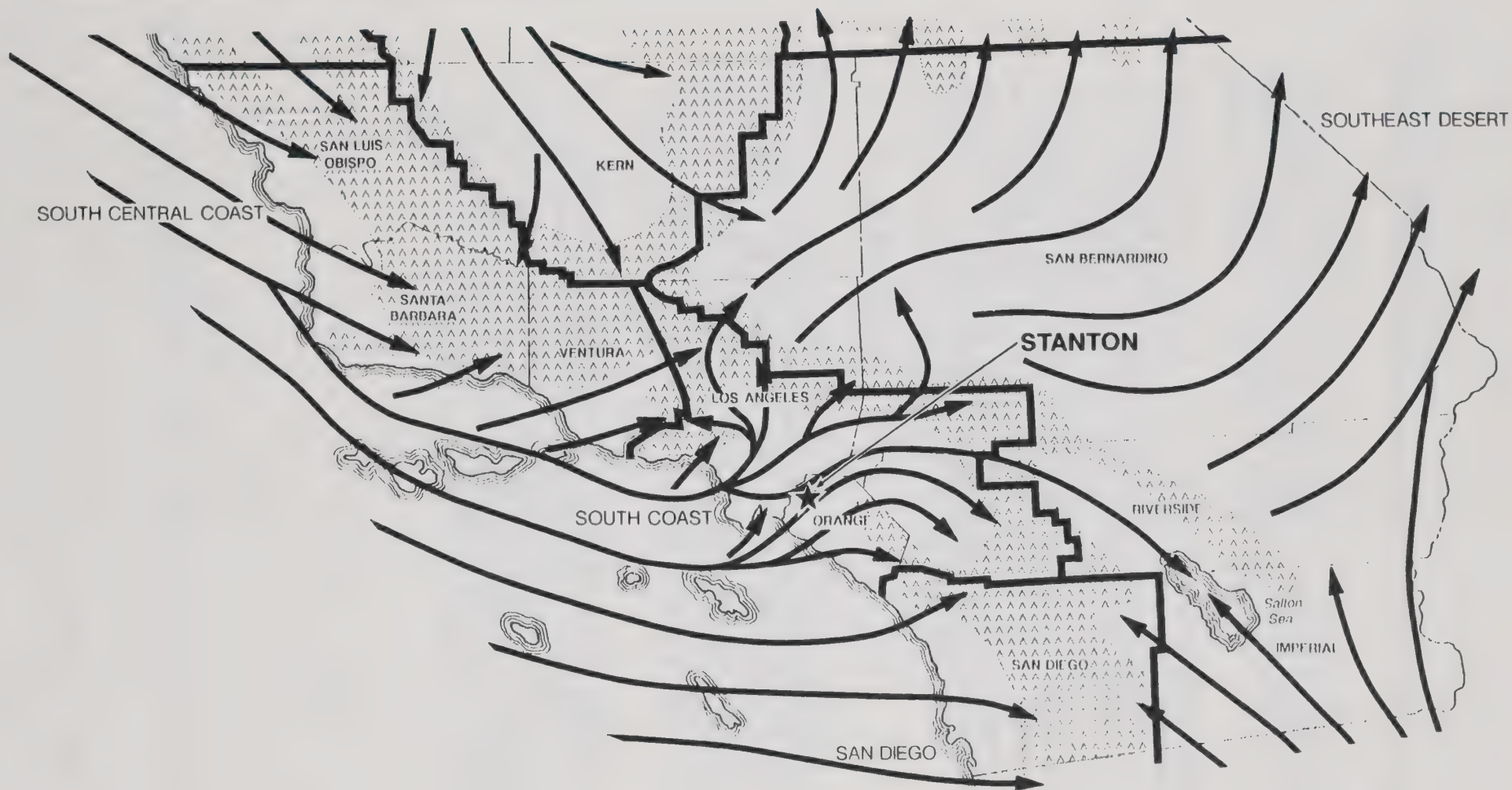
Even though the South Coast Air Basin has a semi-arid climate, the air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. Downtown Los Angeles wind speed averages 5.7 miles per hour with little seasonal variation; wind speeds average slightly higher in the summertime than during the winter. Inland areas have slightly lower wind speeds than Downtown Los Angeles, while coastal wind speeds average about two miles per hour higher. The dominant daily wind pattern is an onshore daytime breeze and an offshore night-time breeze. The typical wind flow pattern fluctuates only with occasional winter storms or strong northeasterly Santa Ana winds from the mountains and deserts north of the SoCAB. Figure 1 illustrates the predominant surface wind flow pattern in Southern California.³

During spring and early summer, pollution produced during any one day is typically blown out of the air basin through the mountain passes or lifted by warm, vertical currents adjacent to mountain slopes. Air contaminants can be transported sixty miles or more from the air basin by ocean air during the afternoons. From early fall to winter, the transport is less pronounced because of slower average wind speed and the appearance of drainage winds earlier in the day. During stagnant wind conditions, offshore drainage winds may begin by the late afternoon. Pollutants remaining in the air basin are trapped and begin to accumulate.

With persistent low inversions and cool coastal air, morning fog and low stratus clouds are common. However, 73 percent of possible sunshine is recorded in Downtown Los Angeles. This is an extremely important climatological factor considering the role of sunshine in the photochemical smog production process. Cloudy days are less likely in the eastern portions of the air basin and about twenty-five percent greater along the coast.

³ Source: Mr. Jerry Arnold, SCAQMD Meteorologist.

SURFACE WIND FLOW PATTERNS



SOURCE: CALIFORNIA AIR RESOURCES BOARD

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3 **AMBIENT AIR QUALITY**

The vertical dispersion of air pollutants in the South Coast Air Basin is limited by temperature inversions in the atmosphere close to the earth's surface. Temperature normally decreases with altitude and a reversal of this atmospheric state, where temperature increases with altitude, is called an inversion.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high winds speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore through the Santa Ana Canyon, into Riverside County and San Bernardino County. In the winter, the greatest pollution problems are carbon monoxide and oxides of nitrogen because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and oxides of nitrogen to form photochemical smog.

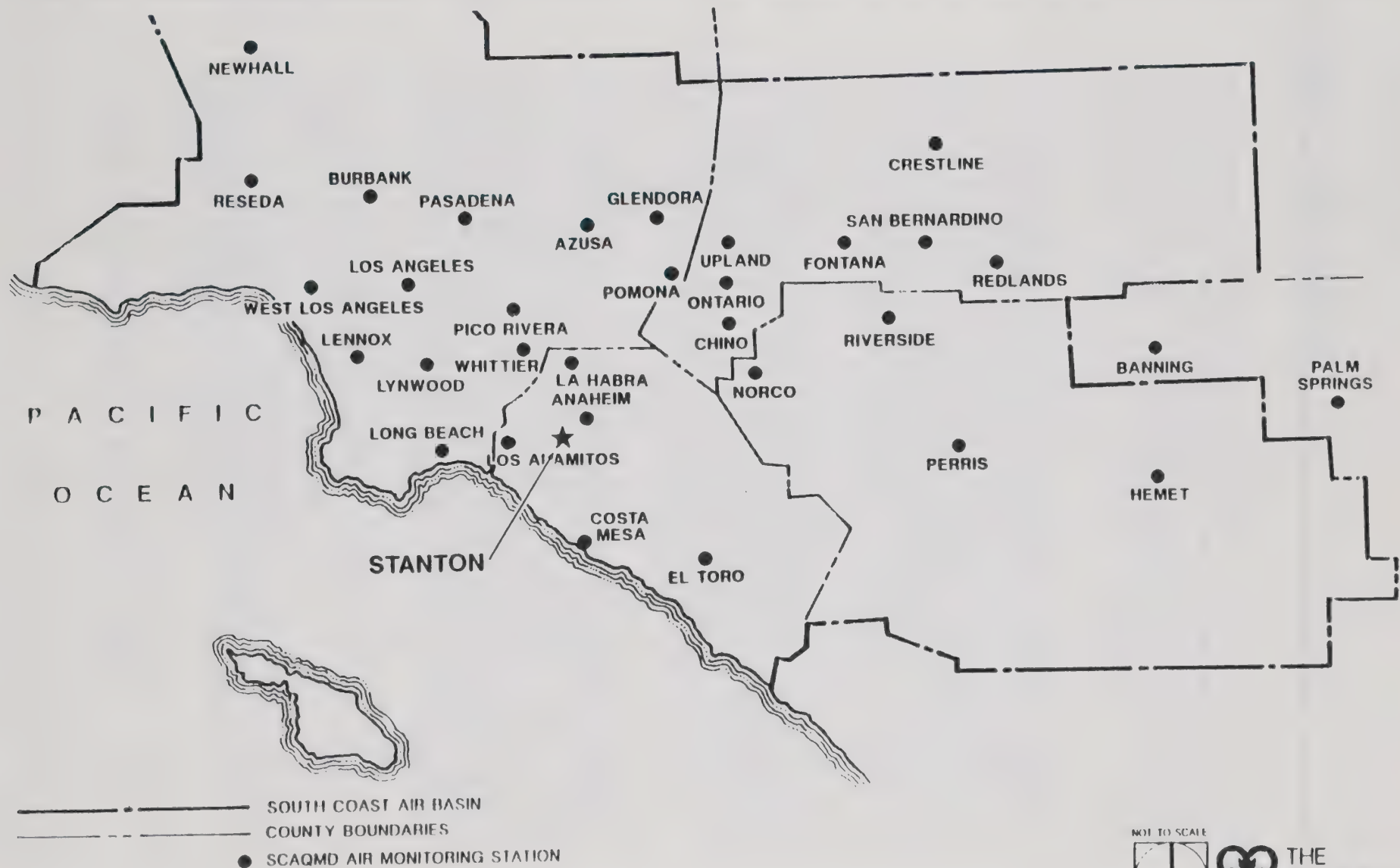
3.4 Local Air Quality

The City of Stanton is located within Source Receptor Area (SRA) 17, one of the thirty areas under the jurisdiction of the South Coast Quality Management District (SCAQMD). The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The SCAQMD maintains ambient air quality monitoring stations in SRAs throughout the basin as shown in Figure 2. The Anaheim monitoring station in SRA 17 is the nearest station to the study area.

The Anaheim station monitors six of the seven criteria pollutants: carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, lead, and sulfate.⁴ Suspended particulates are not monitored at this station, but will be monitored in the future if local levels of these pollutants become a concern to the SCAQMD or the CARB. Other air pollutants for which standards exist are considered local problems and are handled through the District's permitting process for stationary sources.

⁴ Source: South Coast Air Quality Management District, Air Quality Tables and California Air Resources Board, Air Quality Data Annual Summaries.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR MONITORING STATIONS



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3 *AMBIENT AIR QUALITY*

Air quality trends which have been developed at the Anaheim air quality monitoring station between 1987 and 1989 are discussed below. From the ambient air quality data (Table 2), it can be seen that sulfur dioxide, lead, and sulfate have not equalled or exceeded the relevant state and federal standards. Carbon dioxide, ozone, and nitrogen dioxide have exceeded the state or federal standards.

Of all of the pollutants monitored, ozone equalled or exceeded the state and federal standards most often. Ozone exceeded the state 1-hour standard thirteen percent of the time during the last three years and the federal 1-hour standard five percent of the time. Seven first stage ozone episodes (one-hour average >20 pphm) were called at the Anaheim station during the last three years for which data are available. Second stage ozone episodes (one-hour average >35 pphm) and third stage (one-hour average >50 pphm) episodes were not declared during that time.

Figure 3 depicts the annual number of days exceeding the federal 1-hour ozone standard during 1987. As shown therein, the annual number of days exceeding the 12 pphm standard in Stanton is less than 20. From Figure 3, it can be seen that the project area and other coastal regions exceeded the federal standard less than inland areas of the SoCAB. This trait can also be seen in the ozone trends found in Figure 4. Figure 4 shows that no consistent change in maximum ozone concentrations has occurred in Orange County during the last five years.

The state and federal 1-hour carbon monoxide standards were not exceeded in any of the previous three years. One-hour carbon monoxide concentration ranged from 16 ppm to 19 ppm between 1987 and 1989. State and federal 8-hour standards were exceeded on six or less occasions during each of the past two years, and not at all during 1987. Figure 5 identifies the maximum 8-hour carbon monoxide concentration measured at Orange County monitoring stations since 1985. As shown therein, the margin by which the 8-hour carbon monoxide levels exceeded the standards was much larger in earlier years. Therefore, it is easy to conclude that maximum 8-hour carbon monoxide levels are decreasing in Orange County.

The state one-hour nitrogen dioxide standard (.25 ppm) was exceeded on less than one percent of the days sampled during the last three years. The standard was exceeded on one day in both 1988 and 1989.

The state and federal sulfur dioxide standards and the state 24-hour sulfate standard (25 $\mu\text{g}/\text{m}^3$) were not exceeded during the last three years. The maximum concentration of sulfur dioxide (6 pphm) and the maximum sulfate concentration (23.1 $\mu\text{g}/\text{m}^3$) were measured during 1988.

Lead monitoring shows a maximum of 0.15 $\mu\text{g}/\text{m}^3$ during 1989. Lead did not exceed the state or federal standards between 1987 and 1989.

3 AMBIENT AIR QUALITY

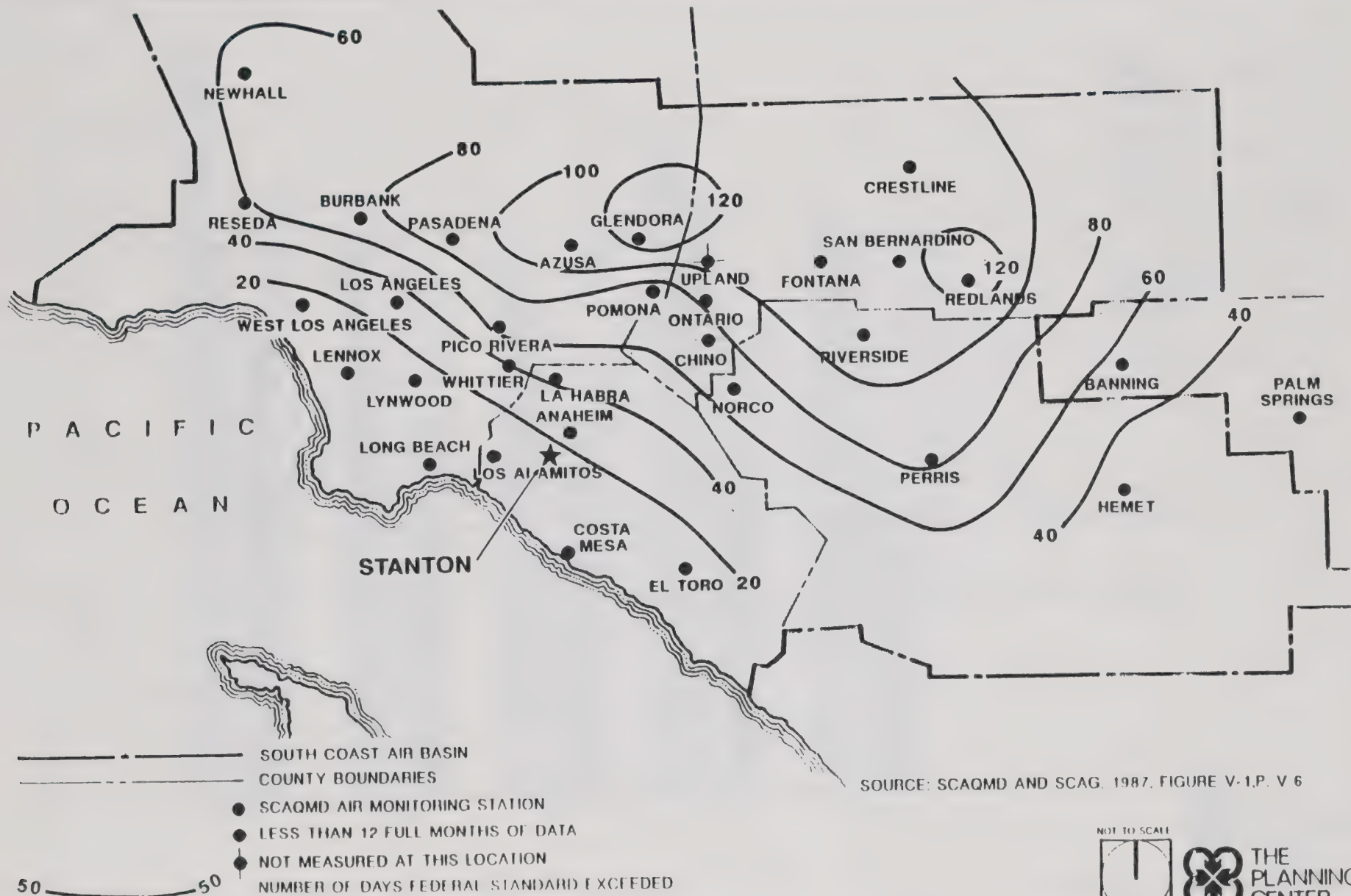
TABLE 2
AMBIENT AIR QUALITY
ANAHEIM AIR MONITORING STATION¹

CARBON MONOXIDE					OZONE		NITROGEN DIOXIDE	
	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 8-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded
State Standards	> 20 ppm/1-Hour		≥ 9.1 ppm/8-Hour		> .09 ppm/1-Hour		> .25 ppm/1-Hour	
1989	19.0	0	12.1	5	.24	42	.28	1
1988	17.0	0	12.0	6	.27	53	.28	1
1987	16.0	0	8.7	0	.22	48	.22	0
MAXIMUM	19.0		12.1		.27		.28	
% EXCEEDED		0%		1%		13%		<1%
Federal Standards	> 35 ppm/1-Hour		≥ 9.5 ppm/8-Hour		> .12 ppm/1-Hour		No Federal Standard	
1989	19.0	0	12.1	5	.24	13	NA	NA
1988	17.0	0	12.0	5	.27	19	NA	NA
1987	16.0	0	8.7	0	.22	25	NA	NA
MAXIMUM	19.0		12.1		.27		NA	
% EXCEEDED		0%		<1%		5%		NA

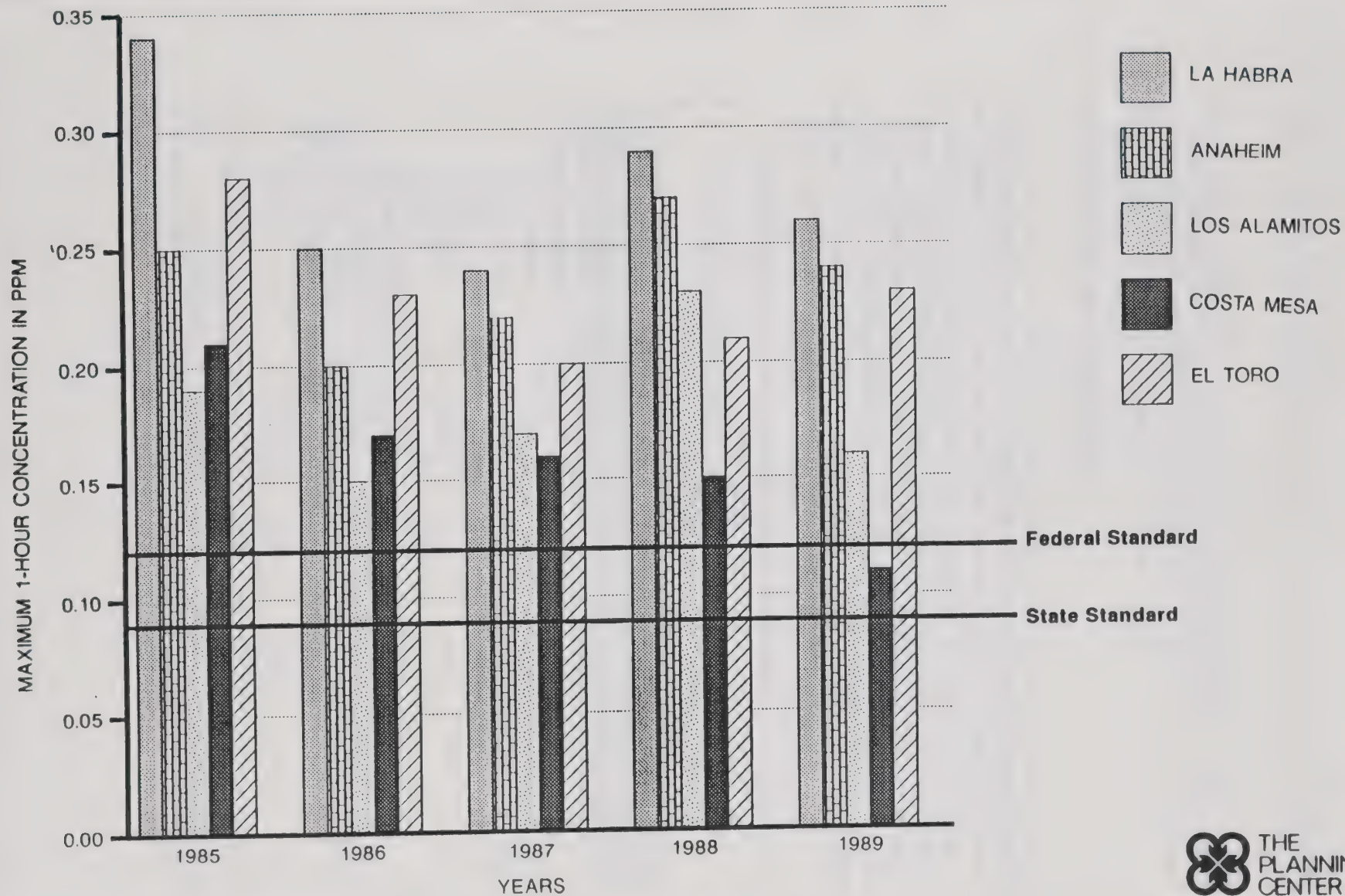
SULFUR DIOXIDE			LEAD		SULFATE	
	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum Quarter/ Month Conc. (ug/m ³)	Quarters/ Months Exceeded	Maximum 24-Hour Conc. (ug/m ³)	Number of Samples Exceeded
State Standards	≥ .05 ppm/24-Hour		≥ 1.5 ug/m ³ /Monthly Avg.		≥ 25 ug/m ³ /24-Hour	
1989	.03	0	.15	0	17.7	0
1988	.06	0	NA	0	23.1	0
1987	.03	0	NA	0	14.6	0
MAXIMUM	.06		.15		23.1	
% EXCEEDED		0%		0%		0%
Federal Standards	> .14 ppm/24-Hour		> 1.5 ug/m ³ /Quarterly Avg.		No Federal Standard	
1989	.03	0	.08	0	NA	NA
1988	.06	0	NA	0	NA	NA
1987	.03	0	NA	0	NA	NA
MAXIMUM	.06		.08		NA	
% EXCEEDED		0%		0%		NA

¹ Suspended particulates (PM₁₀) are not monitored at the Anaheim Station. NA = Not Applicable/Not Available.

OZONE-1987 DAYS THE FEDERAL STANDARD WAS EXCEEDED



ANNUAL MAXIMUM 1-HOUR OZONE CONCENTRATIONS IN ORANGE COUNTY



3 AMBIENT AIR QUALITY

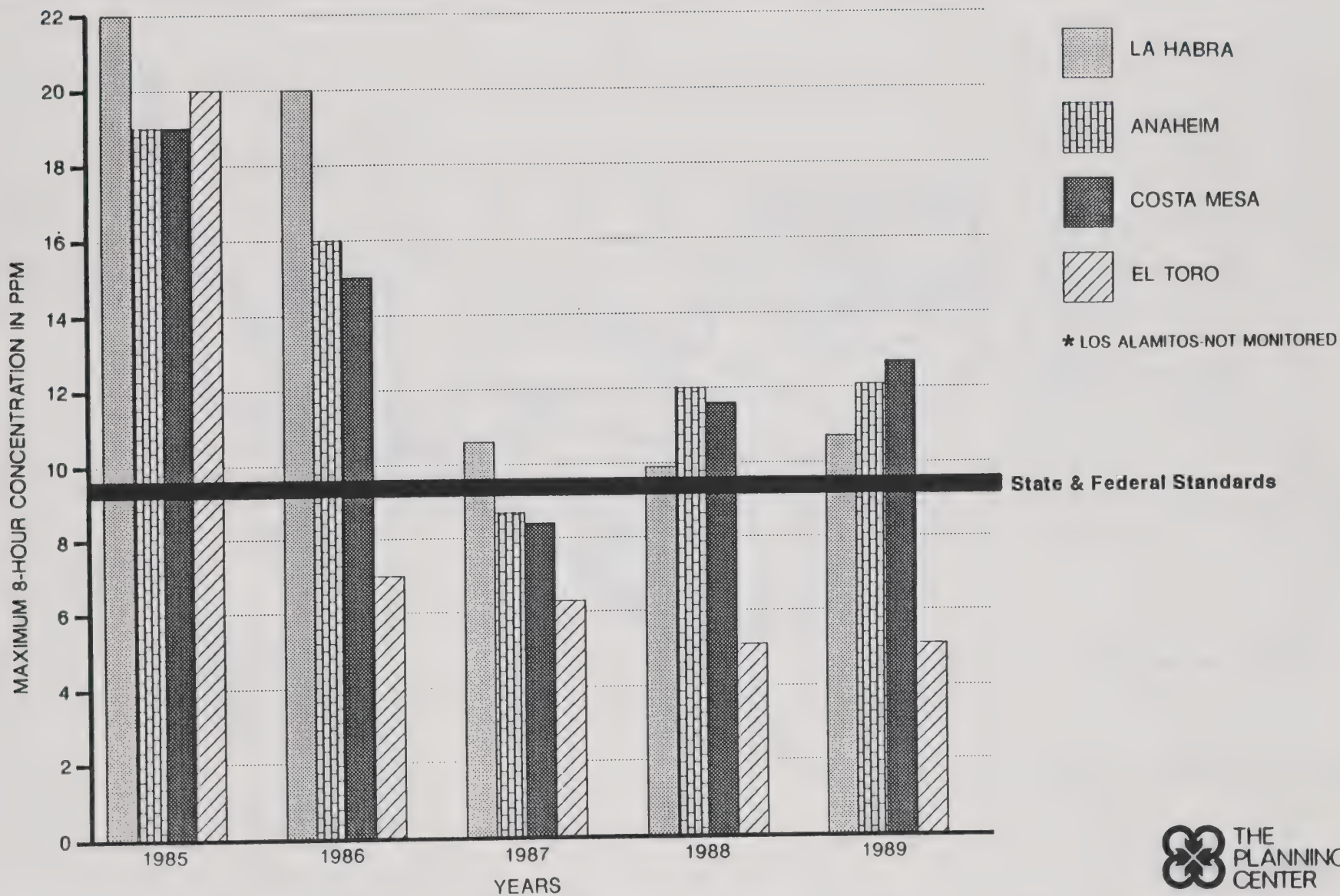
Figure 6 depicts the annual arithmetic mean PM₁₀ concentrations throughout the air basin for the year 1987. It can be seen from Figure 6 that Stanton falls between the 40 ug/m³ and 50 ug/m³ contour. This area is below the federal annual standard for respirable particulate (PM₁₀) concentrations.

Local Sources of Air Contaminants

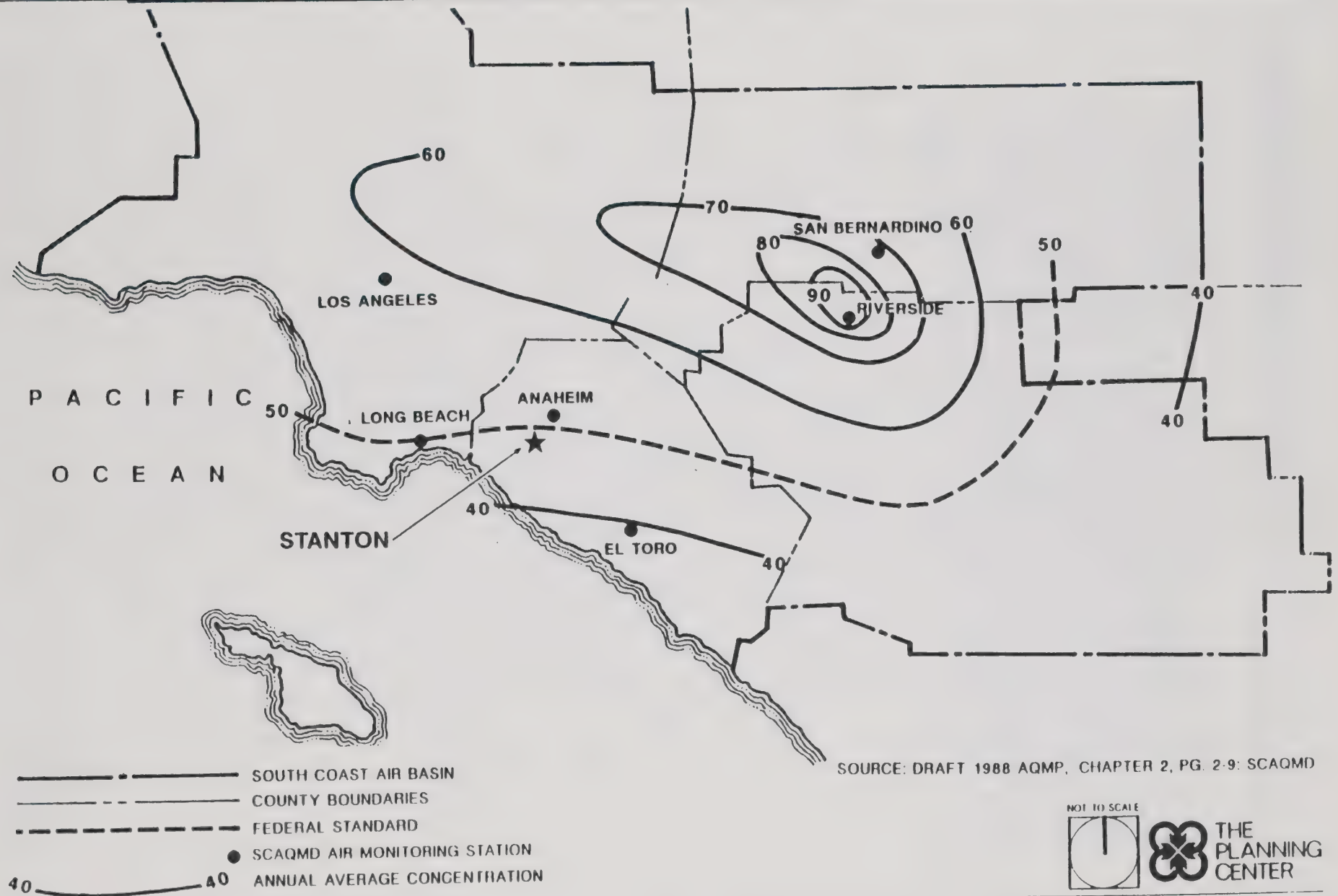
The South Coast Air Quality Management District has granted permits-to-operate to fifty-one stationary sources within the City of Stanton. These stationary sources encompass a variety of land uses including automotive repair shops, dry cleaners, restaurants, waste management facilities, a hospital, a school and a range of industrial and manufacturing plants. Together these permitted sources generate 70.5 tons of reactive organic gases, 7.8 tons of nitrogen oxides, 0.6 tons of sulfur oxides, 1.9 tons of carbon monoxide and 26.1 tons of total suspended particulates annually, as shown in Table 3. A detailed list of emissions from permitted sources in the City of Stanton is provided in the Appendix.

TABLE 3 DIRECT SOURCE EMISSIONS IN THE CITY OF STANTON (Year 1990)					
<i>Direct Source Category</i>	<i>ROG</i>	<i>NO_x</i>	<i>SO_x</i>	<i>CO</i>	<i>TSP</i>
COMMERCIAL:					
Automotive	7.6	0.0	0.0	0.0	0.3
Dry Cleaners	4.5	0.0	0.0	0.0	0.0
General	4.3	0.0	0.0	0.0	0.2
Commercial Waste Management	19.3	0.0	0.0	0.0	0.3
INDUSTRIAL:	34.8	7.3	0.2	1.4	24.2
INSTITUTIONAL:					
Hospital	0.1	0.0	0.0	0.0	0.0
School	0.0	0.5	0.4	1.6	1.1
TOTAL	70.6	7.8	0.6	3.0	26.1

ANNUAL MAXIMUM 8-HOUR CARBON MONOXIDE CONCENTRATIONS IN ORANGE COUNTY



YEAR 1987 ANNUAL AVERAGE PM₁₀ CONCENTRATION



3 *AMBIENT AIR QUALITY*

In addition to stationary sources, substantial air pollutant emissions within the City result from mobile sources on area roadways. In particular, motor vehicles on State Route 22, located just south of the City limits, and State Route 39 (Beach Boulevard) are considered major sources of air contaminants. The average daily vehicle trips (ADT) along SR 22 and SR 39 in the project vicinity are 143,000 and 69,000, respectively. At an average speed of 40 miles-per-hour, these vehicles will generate 5.2 grams of carbon monoxide, 0.4 grams of reactive organic gases, 1.4 grams of nitrogen oxides and 0.3 grams of particulate matter for every mile travelled. Mobile and stationary sources of air pollutants in and around the City of Stanton substantially affect the ambient air quality in the project area.

4 EFFECTS OF THE GENERAL PLAN

The evaluation of air quality impacts requires: (1) determining the type and extent of air quality emissions associated with the land use changes in the General Plan Update; and (2) the use of these emissions along with ambient data to determine the effect of the General Plan Update on regional and local air quality. Air pollutant emissions will occur over the short-term for site preparation and construction activities to support the proposed land uses. In addition, emissions will result from the long-term operation of the land uses. Short-term and long-term air quality impacts associated with the General Plan Update are detailed in the following sections.

4.1 Short-Term Construction-Related Impacts

Short-term air quality impacts may occur during the site preparation and construction activities required to prepare the proposed land use changes. Two major sources of emissions during this phase include construction equipment exhaust emissions and fugitive dust during grading operations. In addition, emissions will occur at the power plant serving the electrical requirements of the site and exhaust emissions will be produced by motor vehicles transporting the construction crew, building materials and heavy-duty vehicles.

Soil disturbance during site preparation and construction activities can create substantial quantities of fugitive dust. Although dust generation depends greatly on various factors including soil moisture, silt content, wind speed and acres of disturbance, an average particulate emission factor for construction activities has been suggested by the Environmental Protection Agency (EPA).⁵ Dust production is determined to be 1.2 tons per month of activity per acre disturbed. This level can be reduced 50 percent with regular watering and up to 75 percent with more specialized dust suppression techniques.

Typically, soil is only disturbed during the grading phase of construction and the impact due to grading is localized. Fugitive dust is composed primarily of inert silicates, rather than the complex particulates released during combustion, which are more detrimental to health. Therefore, the fugitive dust is expected to be a local nuisance rather than a public health concern.

⁵ Source: Environmental Protection Agency AP-42, Stationary Source Emissions; 1985.

4 EFFECTS OF THE GENERAL PLAN

Construction activities will cause combustion emissions from utility engines, heavy-duty construction vehicles and equipment hauling materials to and from the site. Exhaust emissions the construction activities vary from day to day as construction activity levels change. However, vehicle emissions will not result in concentrations that could threaten the clean air standards. Emissions should be minimal and disperse without significant impact on nearby sensitive receptors.

4.2 Long-Term Regional Impacts

Long-term impacts are those associated with the change in permanent usage of land uses in the City. Two types of air pollutant sources must be considered with respect to changes in the General Plan: stationary sources and mobile sources. Stationary sources include emissions in the City from the change in activities at land proposed for infill/redevelopment and natural gas combustion, as well as emissions at the power plant associated with the changes in electrical energy requirements. Mobile source vehicle trips include: employees commuting to work; visitors and shoppers; community residents; deliveries; maintenance activities; and vehicles passing through the City.

Emission projections can be made for the proposed land use changes in the build-out year (2010) by multiplying motor vehicle, natural gas, and electrical usage rates by the appropriate emission factors. The emissions associated with the land uses on the project site are summarized in Table 4.

TABLE 4 RESULTANT PROJECT-RELATED EMISSION INVENTORY (Year 2010-Lbs./Day)			
Criteria Air Pollutant	Existing Land Uses to be Rezoned	Proposed General Plan Land Uses	Increase in Emissions
CO	1,262	1,486	224
ROG	111	131	20
NOx	203	242	39

The emissions associated with the project are expected to be 224 pounds of carbon monoxide, 20 pounds of reactive organic gases, and 39 pounds of NOX on a daily basis. This change in land uses from existing to General Plan conditions results in a slight increase in air pollutant emissions. However, the proposed General Plan land uses support the concept of mixed use developments which actually

4 EFFECTS OF THE GENERAL PLAN

reduce dependence on the automobile as a method of transportation. Increased densities along transportation corridors encourages multi-modal transport including mass transit and walking. Proposed land use categories, such as "Home Industry", actually reduce the number of vehicle trips associated with the land use. Residents are provided the opportunity to work where they live, thereby negating trips to and from the place of employment.

Regional emission inventories have been projected by the South Coast Air Quality Management District for conditions in the year 2000 and the year 2010. Since the year 2010 is projected for the project build-out date, a comparison between regional emissions and General Plan emissions is provided for that year. As shown in Table 5, the proposed project will result in an increase in basin-wide emissions representing less than two hundredths of a percent of the basin-wide daily emissions of each pollutant. Therefore, the Stanton General Plan will result in an incremental adverse impact on regional air quality.

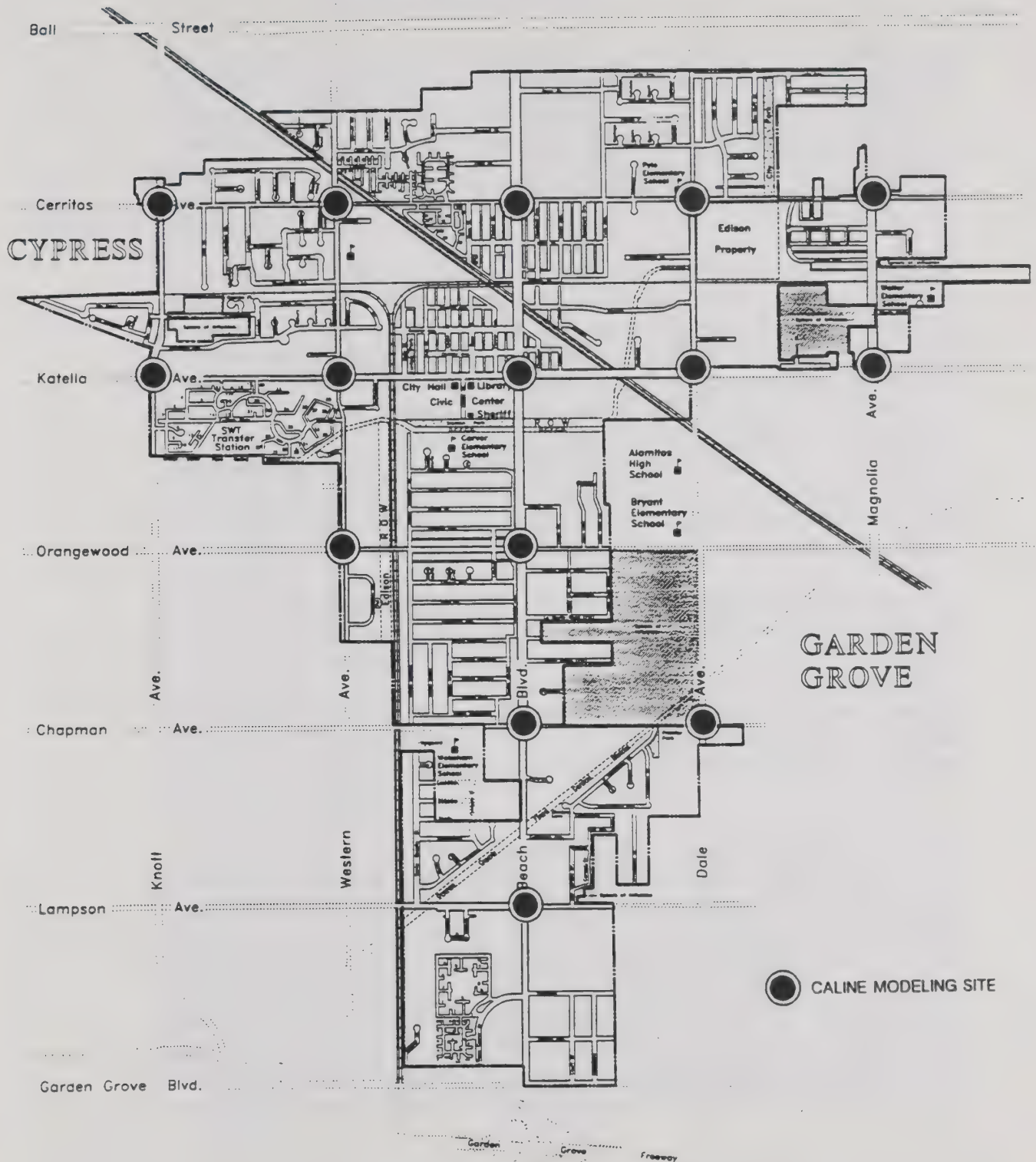
TABLE 5 REGIONAL EMISSION INVENTORY COMPARISON¹ (Tons/Day)			
Pollutant	Proposed Project	South Coast Air Basin	Project Percent of Air Basin
CO	0.63	4,471	0.014
ROG	0.06	1,130	0.005
NOx	0.10	1,018	0.010
¹ Regional emissions inventory was taken from "AQMP Appendix No. III-B, "Future Baseline Emissions", SOCAB; May 1989.			

4.3 Long-Term Local Impacts

An assessment of the General Plan related impact on localized ambient air quality requires that future ambient air quality levels be projected. Carbon monoxide concentrations can be estimated adjacent to nearby intersections carrying substantial volumes of project-related traffic using the California Department of Transportation Line Source Dispersion Model (CALINE4). Carbon monoxide levels in the project vicinity during peak hour traffic were assessed with the CALINE4 computer model. Figure 7 identifies the major intersections in the City of Stanton which were analyzed with the CALINE4 model.

AIR POLLUTANT ANALYSIS LOCATIONS

ANAHEIM



 CALINE MODELING SITE

NOT TO SCALE



**THE
PLANNING
CENTER**

4 EFFECTS OF THE GENERAL PLAN

The purpose of the model is to assess air quality impacts near transportation facilities in what is known as the microscale region. Given the source strength (number of vehicles), local meteorology, the site geometry and the site characteristics, the model can reliably predict pollutant concentrations. Restrictive dispersion conditions and parallel winds were assumed in the following analysis to provide worst-case conditions. The CALINE4 assumptions are detailed in the Appendix.

A comparison of the projected carbon monoxide levels shown in Table 6 with state and federal standards indicates the significance of the projected concentrations. The standards for carbon monoxide are also presented in Table 6. Existing ambient carbon monoxide concentrations are 16.0 ppm over a 1-hour averaging period and 10.4 ppm over an 8-hour averaging period as measured at the Anaheim monitoring station and documented by the California Air Resources Board in the Air Quality Data, 1988 Annual Summary. Background concentrations shown in Table 6 represent year 2010 levels in the South Coast Air Basin assuming that Tier I control measures are fully implemented. If Tier I measures are only partially implemented, background levels could reach 17.0 ppm and 10.2 ppm over the 1-hour and 8-hour averaging periods, respectively.

Since eight-hour traffic projections were unavailable, eight-hour carbon monoxide levels could not be projected directly with the CALINE4 model. However, Caltrans has developed a recommended methodology for projecting eight-hour concentrations based on the one-hour CALINE4 forecasts. The methodology multiplies the concentrations generated by local roadways (total concentrations less background) by a persistence factor. This quantity is then added to a suitable eight-hour background concentration. It has been determined that the suitable persistence factor is 0.6.

Two scenarios were analyzed (analysis details are located in the Appendix). The first scenario reflects existing traffic volumes, and the second scenario reflects year 2010 traffic volumes after General Plan implementation. As shown in Table 6, carbon monoxide concentrations at 100 feet from major Stanton intersections will be below the current 20 ppm state standard and the 35 ppm federal standard (one-hour average) under existing and General Plan build-out conditions. Similarly, the state and federal eight-hour carbon monoxide standards (9.0 ppm) will not be exceeded at these intersections under General Plan conditions. However, ambient 8-hour carbon monoxide concentrations exceed the standard under existing conditions without the addition of localized motor vehicle emissions.

4 EFFECTS OF THE GENERAL PLAN

TABLE 6 CARBON MONOXIDE CONCENTRATIONS AT 100 FEET FROM INTERSECTIONS¹ (Parts Per Million)				
Major Intersections Analyzed	Existing		General Plan	
	1-Hr	8-Hr	1-Hr	8-Hr
Cerritos Avenue @				
- Knott Avenue	2.9	1.7	1.6	1.0
- Western Avenue	2.0	0.1	1.3	0.8
- Beach Boulevard	3.4	2.0	2.1	1.3
- Dale Street	1.7	1.0	1.1	0.7
- Magnolia Street	2.2	1.3	1.5	0.9
Katella Avenue @				
- Knott Avenue	2.8	1.7	2.1	1.3
- Western Avenue	2.7	1.6	1.6	1.0
- Beach Boulevard	3.4	2.0	1.9	1.1
- Dale Street	2.1	1.3	1.3	0.8
- Magnolia Street	2.5	1.5	1.6	1.0
Orangewood Avenue @				
- Western Avenue	1.4	0.8	0.8	0.5
- Beach Boulevard	3.1	1.9	1.8	1.1
Chapman Avenue @				
- Beach Boulevard	3.4	2.0	2.3	1.4
- Dale Street	1.8	1.1	1.2	0.7
Lampson Avenue @				
- Beach Boulevard	1.8	1.1	1.3	0.8
Background Concentration ²	16.0	10.4	11.3	6.8
State Standard	20.0	9.0	20.0	9.0
Federal Standard	35.0	9.0	35.0	9.0
¹ Receptor distances are measured from the roadway centerline. ² Background concentration must be added to roadway concentration to determine carbon monoxide level. Year 2010 background concentrations assume implementation of Tier I Control Measures throughout the South Coast Air Basin.				

4 EFFECTS OF THE GENERAL PLAN

Table 7 provides carbon monoxide concentrations at the nearest sensitive receptor location to the intersection analyzed. These locations are schools, parks, single and multi-family residences and a hospital. As shown in Table 7, roadway contributions to carbon monoxide concentrations currently range up to 4.0 ppm over a 1-hour averaging and up to 2.4 ppm over an 8-hour averaging period.

Under General Plan conditions in the City of Stanton, 1-hour and 8-hour carbon monoxide concentrations range up to 2.5 ppm and 1.5 ppm, respectively, at the nearest sensitive receptor location to the intersection. Added to the background concentrations, carbon monoxide levels should not exceed the state and federal standards even under very restrictive meteorological conditions.

4.4 Jobs/Housing Balance

The proposed change in land uses through buildout under the Preferred Alternative would alter the position of Stanton for jobs/housing balance in the Northwest Orange subregion. In the past, Stanton has not been able to capture its share of regional employment opportunities. The City of Stanton has suffered from a declining revenue base and increasing public service costs. The City has the potential to capture a greater share of its retail and economic potential and share in the strong economic growth occurring in Orange County. Although the Northwest Orange subregion has a jobs/housing ratio of 1.34 at baseline 1984, the City of Stanton had a 1984 ratio of only 0.75 and was out of balance with the region.

An evaluation of the impacts on the subregional jobs/housing balance with implementation of the Preferred Alternative shows that the net increase in housing and employment opportunities would significantly improve the jobs/housing balance within the City. The addition of 3,829 job opportunities and 1,347 dwelling units would improve the existing local jobs/housing balance to 1.25.⁶

⁶ This jobs/housing ratio is based on a total of 14,663 jobs divided by 11,726 dwelling units.

4 EFFECTS OF THE GENERAL PLAN

TABLE 7 CARBON MONOXIDE CONCENTRATIONS AT NEAREST SENSITIVE RECEPTOR¹ (Parts Per Million)				
Major Intersections Analyzed	Existing		General Plan	
	1-Hr	8-Hr	1-Hr	8-Hr
Cerritos Avenue @				
- Knott Avenue	1.7	1.0	1.0	0.6
- Western Avenue	0.0	0.0	0.0	0.0
- Beach Boulevard	4.0	2.4	2.5	1.5
- Dale Street	2.3	1.4	1.4	0.8
- Magnolia Street	2.3	1.4	1.4	0.8
Katella Avenue @				
- Knott Avenue	1.7	1.0	0.7	0.4
- Western Avenue	0.0	0.0	0.0	0.0
- Beach Boulevard	0.0	0.0	0.0	0.0
- Dale Street	0.0	0.0	0.0	0.0
- Magnolia Street	1.5	0.9	0.7	0.4
Orangewood Avenue @				
- Western Avenue	0.9	0.5	0.7	0.4
- Beach Boulevard	1.3	0.8	0.8	0.5
Chapman Avenue @				
- Beach Boulevard	2.6	1.6	1.9	1.1
- Dale Street	2.4	1.4	1.7	1.0
Lampson Avenue @				
- Beach Boulevard	0.0	0.0	0.0	0.0
Background Concentration ²	16.0	10.4	11.3	6.8
State Standard	20.0	9.0	20.0	9.0
Federal Standard	35.0	9.0	35.0	9.0
¹ Receptor distances are measured from the roadway centerline. ² Background concentration must be added to roadway concentration to determine carbon monoxide level. Year 2010 background concentrations assume implementation of Tier I Control Measures throughout the South Coast Air Basin.				

4 EFFECTS OF THE GENERAL PLAN

Table 8 provides a jobs/housing analysis according to the procedures recommended in the SCAG Guidelines for Implementing 1989 SIP Conformity Procedures Related to General Development. Data utilized in the jobs and housing in this method of analysis are obtained from the February 1989 Regional Growth Management Plan developed by SCAG and from employment and housing estimates created by the proposed development at buildout of the Preferred Alternative.

TABLE 8 JOBS/HOUSING BALANCE ANALYSIS FOR CITY OF STANTON						
<i>Item</i>	<i>Jobs</i>	<i>S t e p</i>	<i>Housing</i>	<i>S t e p</i>	<i>Jobs/ Housing Ratio</i>	<i>S t e p</i>
Base Year	680,200	1	506,000	2		
2010 Trend	988,600	3	628,200	4		
2010 Policy	941,500	5	654,200	6		
Increase to 2010 per Trend	308,400	7	122,200	8	2.52	11
Increase to 2010 per Policy	261,300	9	148,200	10	1.76	12
Step 13: Jobs created by Project = 6,961 Step 14: $6,961/1.76 = 3,955$ DUs of housing called for under policy forecast) Step 15: $6,961/2.52 = 2,762$ DUs (Amt. of housing called for under trend projection) Step 16: $3,955 - 2,762 = 1,193$ Step 17: $1,347 =$ number of DUs added by project (development to buildout of the Preferred Alternative) Step 18: $1,193 - 1,347 = -154 =$ number of DUs need to be added by project; i.e., there is potential to add 154 more DUs added than are required for compliance.						

According to the subregional jobs/housing analysis, the Preferred Alternative would add 154 more dwelling units than are required for full compliance with the Regional Growth Management Plan. Therefore, development under the Preferred Alternative would have a beneficial impact on jobs/housing balance at both the local and regional level because it adds a balanced mix of housing opportunities and job opportunities in a currently unbalanced area of Orange County.

5 IMPLEMENTATION PROGRAM

The following sections discuss short-term and long-term strategies to reduce air pollutant emissions in the City of Stanton. While there is mitigation that can be incorporated on a City-wide basis, most of the strategies should be applied as a condition of development project approval. In this way, emissions from smaller projects are minimized through appropriate planning and better construction practices.

5.1 Short-Term Mitigation Strategies

Steps should be taken to minimize fugitive dust during grading and construction activities. Rule 403, Fugitive Dust from the SCAQMD Rules and Regulations must followed to reduce visible dust in the air and on surface roadways for all development projects and roadways improvements. Additionally, the following methods should be applied:

- Develop a watering program to wet down open graded surfaces to form a wind-resistant temporary crust. The program should include control of wind-blown dust on site access roadways.
- Water the site and spray construction equipment in the morning and the evening.
- Use soil binders to stabilize loose soil.
- Plant ground covers and pave roadways as early as possible in the construction process.
- Any earth being transported should be covered and the wheels and lower portions of transport trucks will be sprayed with water before they leave the construction area.

In addition to fugitive dust control, any effort to mitigate mobile source emissions during the construction period should be implemented. The following areas should be considered.

- Construction equipment should be selected considering emission factors and energy efficiency.
- Construction equipment should be properly tuned and maintained.

- Construction activities should minimize obstruction of through traffic lanes adjacent to the site and a flagperson should be retained to maintain safety adjacent to existing roadways.
- Diesel-powered equipment should be utilized in lieu of gasoline-powered engines.
- Any construction equipment using diesel drive internal combustion engines will use a diesel fuel with a maximum of 0.05 percent sulfur and a four degree retard.
- Ridesharing for the construction crew should be supported and encouraged.

5.2 Long-Term Mitigation Strategies

Mitigation strategies should focus on reducing vehicle trips and vehicle trip lengths associated with all development projects in the City of Stanton. Individual projects may be required to establish a Transportation Management Plan per Regulation 15 of the SCAQMD Rules and Regulations. Other efforts should focus on minimizing indirect-source emissions. The following strategies should be utilized on development projects wherever feasible.

- Utilize a mix of land uses in commercial, office and industrial centers to provide amenities for employment areas. Special consideration should be given to restaurant and child care facilities to reduce off-site vehicle trips. The possibility of incorporating service-oriented facilities, such as drycleaning, drugstore, shoe repair and beauty salon should be analyzed, as well as the incorporation of residential dwellings.
- Provide pedestrian shelters along major bus routes to encourage bus ridership.
- Establish a city-wide transportation plan including:
 - 1) commuter rideshare and transit incentives;
 - 2) employee alternative work schedules;
 - 3) provide transit shelters and bicycle amenities to encourage alternative transportation modes;
 - 4) schedule deliveries for off-peak traffic hours; and
 - 5) limit on-street parking.

5 *IMPLEMENTATION PROGRAM*

- Use of low emission building materials such as pre-primed and sanded wallboard, wood molding and trim products should be considered for construction materials.
- Use of energy efficient street lighting and parking lot lighting (low pressure sodium vapor lights) should be considered for replacement and in new areas to reduce emissions at the power plant serving the City.
- Install low-polluting and high-efficiency appliances in new residential, commercial and industrial facilities wherever possible.
- Landscaping should include drought-resistant plant species to reduce water consumption and provide passive solar benefits.
- Solid waste recycling should be encouraged and the feasibility of a city-wide program addressed.

- A. EPISODE CRITERIA**
- B. PERMITTED EMISSION SOURCES IN STANTON**
- C. EMISSION INVENTORY/URBEMIS OUTPUT**
- D. CALINE 4 RESULTS AND ASSUMPTIONS**

APPENDIX A - EPISODE CRITERIA

EPISODE CRITERIA

Air Pollutant	SCAQMD and California			Federal		
	Stage 1	Stage 2	Stage 3	Stage 1	Stage 2	Stage 3
Ozone	0.20 ppm, 1-hr. avg.	0.35 ppm, 1-hr. avg.	0.50 ppm, 1-hr. avg.	-	-	0.50 ppm, 1-hr. avg.
Carbon Monoxide	40 ppm, 1-hr. avg. 20 ppm, 12-hr. avg.	75 ppm, 1-hr. avg. 35 ppm, 12-hr. avg.	100 ppm, 1-hr. avg. 50 ppm, 12-hr. avg.	15 ppm, 8-hr. avg.	30 ppm, 8-hr. avg.	40 ppm, 8-hr. avg.
Nitrogen Dioxide	-	-	-	0.60 ppm, 1-hr. avg. 0.15 ppm, 24-hr. avg.	1.20 ppm, 1-hr. avg. 0.30 ppm, 24-hr. avg.	1.60 ppm, 1-hr. avg. 0.40 ppm, 24-hr. avg.
Sulfur Dioxide	0.50 ppm, 1-hr. avg. 0.20 ppm, 24-hr. avg.	1.00 ppm, 1-hr. avg. 0.70 ppm, 24-hr. avg.	2.00 ppm, 1-hr. avg. 0.90 ppm, 24-hr. avg.	-	-	-
Sulfur Dioxide Particulate Matter Combined	-	-	-	65,000 ¹ , 24-hr. avg.	261,000 [*] , 24-hr. avg.	393,000 [*] 24-hr. avg.
Particulate Matter	-	-	-	375 ug/m ³ , 24-hr. avg.	625 ug/m ³ , 24-hr. avg.	875 ug/m ³ , 24-hr. avg.
Sulfates ²	25 ug/m ³ , 24-hr. avg. combined with ozone > 0.20 ppm, 1-hr. avg.			-	-	-
Actions to be taken	Health advisory to: a) Persons with respiratory and coronary disease. b) School officials in order to curtail students' participation in strenuous activities. First steps in abatement plans.	Intermediate Stage. Abatement actions taken to reduce concentration of pollutant at issue.	Mandatory abatement measures. Extensive actions taken to prevent exposure at indicated levels. State can take action if local efforts failed.	Open burning prohibited. Reduction in vehicle operation requested. Industrial curtailment.	Incinerator use prohibited. Reduction in vehicle operation required. Further industrial curtailment.	Vehicle use prohibited. Industry shut down or curtailment. Public activities ceased.

¹ Product of sulfur dioxide (ppm), particulate matter ($\mu\text{g}/\text{m}^3$) and a factor (2620).

² Episodes based upon these criteria are not classified according to stages.

Source: SCAQMD, 1983

APPENDIX B
EMISSIONS BREAKDOWN FOR PERMITTED SOURCES
IN THE CITY OF STANTON

	<i>TOG</i>	<i>ROG</i>	<i>NOx</i>	<i>SOx</i>	<i>CO</i>	<i>TSP</i>
<i>AUTOMOTIVE</i>						
Continental Radiator Service	2.65	0	0	0	0	.05
D & D Body & Paint	2.81	2.81	0	0	0	.06
D & T Auto Repair	.67	.67	0	0	0	.01
Golden Touch Auto Body	1.63	1.63	0	0	0	0
Manhood's Custom Auto Body	1.2	1.2	0	0	0	.01
Snyders Auto Body	.67	0	0	0	0	.03
Tashima Auto Body, Inc.	2.81	1.25	0	0	0	.15
Western Collision	.16	0	0	0	0	.01
TOTAL	12.6	7.56	0	0	0	.32
<i>CLEANERS</i>						
A. American Cleaners	.84	.84	0	0	0	0
Blossom Cleaners	.5	0	0	0	0	0
Happy Cleaners	2.03	2.03	0	0	0	0
Magnolia Drapery Cleaners	1.58	1.58	0	0	0	0
Plaza Cleaners	1.05	0	0	0	0	0
Prime Time Dry Cleaners	1.22	0	0	0	0	0
Spic & Span Cleaners	.81	0	0	0	0	0
Thrifty Clean	.8	0	0	0	0	0
TOTAL	8.83	4.45	0	0	0	0
<i>COMMERCIAL</i>						
Ansdel Piano	4.26	4.26	0	0	0	.04
JJ's Burgers	.02	.02	0	0	0	.03
Vance's Restaurant	.03	.03	0	0	0	.12
TOTAL	4.31	4.31	0	0	0	.19

**APPENDIX B
EMISSIONS BREAKDOWN FOR PERMITTED SOURCES
IN THE CITY OF STANTON**

	<i>TOG</i>	<i>ROG</i>	<i>NOx</i>	<i>SOx</i>	<i>CO</i>	<i>TSP</i>
<i>ENVIRONMENTAL MANAGEMENT</i>						
CR&R, Inc. Amer. Env. Mgmt. DBA	2.45	2.45	0	0	0	0
CR&R, Inc. Haul-Away Centers DBA	16.85	16.85	0	0	0	.32
TOTAL	19.3	19.3	0	0	0	.32
<i>INDUSTRIAL</i>						
All Metals Processing of Orange	3.4	1.4	0	0	0	0
Blasius Electric Truck Co.	.06	0	0	0	0	.02
Classics BY Berndt	3.06	3.06	0	0	0	.03
Couch & Philippi, Inc.	15.52	12.31	5.09	0	.02	.34
D & J Refinishing	.75	0	0	0	0	.02
Detector Systems, Inc.	2.24	2.24	0	0	0	.03
Exotic Chemical Co., Inc.	0	0	0	0	0	.39
Flexible Plumber Tool Co., Inc.	4.88	4.88	0	0	0	.08
GM Industries	1.56	1.56	0	0	0	.06
Get Smart Scaffold Co., Inc.	3.12	0	0	0	0	.09
H.V. Lawnmaster & Co., Inc.	.02	.02	0	0	0	0
Haul-Away Containers	2.5	.8	0	0	0	0
Hot Rods By Boyd, Inc.	.6	.6	0	0	0	.4
John B. Eweles, Inc.	.1	.1	.9	.1	.2	.5
Orco Block Co.	0	0	0	0	0	1.59
Paint Illusions by Linda	1.72	1.72	0	0	0	.02
Pemco Engineers	.36	0	0	0	0	0
Pick Your Part	.08	.08	0	0	0	0
Quick Sand Sandblasting & Metalizing	0	0	0	0	0	.47
Randotti Co.	.6	0	0	0	0	.03

APPENDIX B
EMISSIONS BREAKDOWN FOR PERMITTED SOURCES
IN THE CITY OF STANTON

	<i>TOG</i>	<i>ROG</i>	<i>NOx</i>	<i>SOx</i>	<i>CO</i>	<i>TSP</i>
<i>INDUSTRIAL (Continued)</i>						
Robinson Prezioso, Inc.	.1	.1	1.3	.1	0	19.3
Southern California Edison	.04	.04	.03	0	1.15	0
Specialty Engineering Co.	6.13	3.98	0	0	0	.06
Specialty Production Co.	.05	0	0	0	0	.01
Stanton City Public Works Dept. Yard	0	0	0	0	0	.04
Stanton Trailer & Camper Supply	1.89	1.89	0	0	0	.04
Sweet & Donaldson Mfg. Corp.	5.25	0	0	0	0	.2
Thrifty Oil Co.	0	0	0	0	0	.44
TOTAL	54.03	34.78	7.32	.2	1.37	24.16
<i>PUBLIC INSTITUTIONS</i>						
Midwood Community Hospital	.07	.07	0	0	0	0
Pyles School	.46	0	.46	.38	1.55	1.12
TOTAL	.53	.07	.46	.38	1.55	1.12

APPENDIX C - EMISSION INVENTORY/URBEMIS OUTPUT

Project Name : STANTON GP

Date : 05-28-1991

Analysis Year = 2010

Temperature = 70

EMFAC7 VERSION : EMFAC7C ... 1/4/87

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Low-Medium Residential	10.0/Unit	1171	11710	
High Residential 18 Du./Acre	5.4/Unit	1909	10309	
Commercial Office	22.7/1000 Sqf	69	1575	1
General Heavy Industry	1.5/1000 Sqf	476	713	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	8.8	3.2	5.2	8.1	5.5
% Started Cold	88.6	40.4	58.8	77.8	27.6
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	1.5	95.9	2.6
Light Duty Trucks	14.3	2.4	94.9	2.8
Medium Duty Trucks	4.3	5.9	94.2	0.0
Heavy Duty Trucks	3.9	33.3	66.7	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOX
Low-Medium Residential	129.9	1320.1	211.7
High Residential 18 Du./Acre	<114.4>	<1162.1>	<186.4>
Commercial Office	16.6	165.5	30.7
General Heavy Industry	<9.6>	<99.8>	<16.9>

APPENDIX D - MICROSCALE ANALYSIS ASSUMPTIONS

MICROSCALE ANALYSIS ASSUMPTIONS

The CALINE4 line source emission computer model was utilized in this analysis to determine "hot spot" emission levels. Model inputs are provided on the following pages. Carbon monoxide levels were determined for three scenarios from information provided by Austin-Foust Associates traffic engineering firm in January and May of 1991.

Traffic Volumes - peak hour turning movement volumes were provided for existing and ambient year 2010 with General Plan conditions on surface roadways.

Roadway Assumptions - Average speed was assumed to be 15 mph along all roadways at the intersection, consistent with recommendations by the California Air Resources Board and the California Department of Transportation (CALTRANS). Roadway widths were provided in the City of Stanton Circulation Element, Final Report, June 24, 1987 developed by Kunzman Associates. Widths were also verified through site visits by The Planning Center staff or coordination with Austin-Foust Associates. Widths utilized in the CALINE4 model assume 3 meters per side as required by the model.

Emission Factors - were taken from EMFAC7C model runs provided in the SCAQMD Air Quality Handbook for Preparing EIRs. Emission factors utilized were 9.2 grams per mile (1991) per mile for 15 mph average.

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